

• THE AUSSIE BICYCLE MAG •

# *Freewheeling*

NUMBER TWENTY FOUR \$2.00 MARCH/APRIL 1984



**BICYCLE TRAVEL AT HOME AND ABROAD**

**NORTH AMERICA FEATURE**

**• HELPFUL HINTS ON BUYING A BIKE •**

**TRAVELLERS TALES • BICYCLE ROAD TEST • REVIEWS**

*Registered by Australia Post — Publication No. NBH 2266.*



# NISHIKI

**Built by Master Craftsmen**



## **Olympic 12 Specifications**

**Frame Size:** 21" 23" 25"

**Tubing:** Tange Champion No. 2,  
Double butted Cro-Mo

**Stem:** S.R. Alloy Mod CT

**H/bars:** S.R. Maes Alloy, W/Cushion  
Grip

**Brakes:** Dia Compe 630 QS, QR  
W/Guides Drilled levers. Gum Hoods

**Crank Set:** Sugino GT, 52/40T  
Drilled Rings

**Pedals:** S.R. Mod SP 150

**Chain:** Izumi, Black/Gold

**Saddle:** Ariake Anatomic

**Seat Post:** S.R., Mod CT-P6

**Derailleurs:** Suntour ARX

**Shift Levers:** Suntour, TM-10-L  
Down Tube

**Freewheel:** Suntour 13/30 Gold  
6SP

**Hubs:** Sanshin, small flange alloy,  
Q/release

**Rims:** Araya, Alloy Mod 16A

**Tyres:** Panaracer 27 x 1-1/8 skinside

**Colours:** Anthracite

**Miscellaneous:** Brazed-on water  
bottle fittings, Suntour G.T. ends,  
Chain Rest on Seat Stay, Chain Stay  
Protector, AH Brake Mounting Bolts,  
Crystal Cables.

*Custom Sports and Mixte models also available.*

**Available from Leading Cycle Dealers**

*Distributed by Repco Cycle Company*

**REPCO**

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Australia Publications

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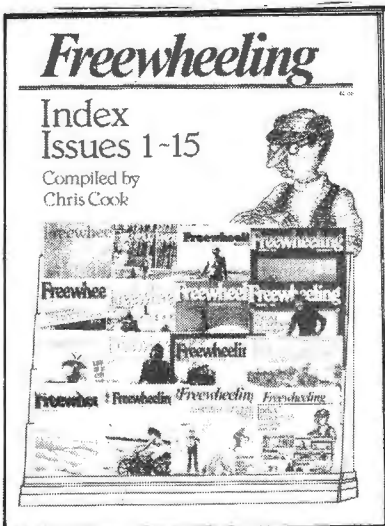
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# Freewheeling



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Cover photo: Bicycle travel on the Darling Downs SE Qld. with the town of Killarney and the Main Range in the background. Photo by Adrian Davey. Photo this page: A welcome breather during a climb on the Lilydale to Scottsdale Road NE Tas. — Warren Salomon.



# Classifieds

## Readers Ads

Rates \$6 per 25 words or less. \$0.10 for each additional word. Payment with order please.

Your advertisement will be seen by over 12,000 readers, their friends and fellow cyclists nationwide. For details of full list of headings write to **Classified Ad. Dept. Freewheeling Box K26 Haymarket 2000.**

## TourMates

**Accounting: A brand new service for bicycle tourists — Hantrade/Freewheeling Tour-Mates.**

In each issue a special classified section will be devoted to readers wanting to advertise for touring companions and trip departures.

If you are planning a tour and are seeking companions or want to join a tour, this service is for you. But here's the best part: the service is free.

You can participate by simply writing your name, address and notice enclosing a stamped addressed envelope.

Your **Tour-Mates** advertisement should be kept to 30 words (excluding name and address.) Ads over 30 words cost 20 cents per additional word (please include payment with ad.)

All ads published will need to contain your name and a contact address or telephone number. Ads received without name and addresses included will not be published.

So, if you are tired of the same old crowd use the **Tour-Mates** column to find new touring people and places.

Send your ad enclosing name, address and a stamped addressed envelope to **Hantrade/Freewheeling Tour-Mates Box K26 Haymarket NSW 2000.**

**Cairns to Cape York cycle path reconnaissance.** 4 weeks June-July '84. I can supply mountain bikes, camping gear etc and organize logistics. Write Trevor Strickland 17 Hall St, Cairns, Qld 4870.

**Tour mate wanted for leisurely N.Z. trip** with local male, 5E, unattached, with fair knowledge of typography here. Correspond initially to arrange mutually suitable occasion. Ken Everett, C/o Dobson Sub Station, Westland, N.Z.

Cycling partner wanted for leisurely working tour of Australia in 1985. Write to C. Booth, 263 Samford Rd, Enoggera, Brisbane, Qld. 4051.

### FOR SALE

**15 speed Gitane Tandem.** Male front, female back, cantilever brakes, SunTour derailleurs, very good condition. \$600. Shipping arranged. (08) 352 8530.

**Araya 21" Mountain Bike.** Triple crank set. Excellent condition. \$380.00 Easy Seat Imported from U.S.A. Ex Con. \$30.00 Ph (03) 534 2079.

## Dealers Ads

### MAIL ORDER

**The Num-Bum Protector.** A sheep skin bicycle seat cover. Suits standard and racing saddles. Comfortable, durable washable. \$20 postage paid. Money back if not satisfied. Send cheque or M/O to C & N Locker, Happy Valley, Adamindaby NSW 2630.

**Outdoors cooking** the safe, speedy and silent way with high quality stove sets by Trangia of Sweden. Stove sets in two sizes with kettles and accessories to fit are now available. Delivered direct to your door by Freewheeling Mail Order. Use order form in this issue. Free catalogue sent with all new purchases.

**Repairing your bicycle** can be fun and save you money. We have the best Do-it-yourself bicycle maintenance books currently in print in our big bicycle information and accessories catalogue. Send for your free copy today. Freewheeling Mail order Box K26 Haymarket NSW 2000.

**Inner City Cycles Mail Order.** Nuts and bolts to complete touring and mountain bikes. Send \$1.00 for catalogue to 31 Glebe Pt Rd, Glebe N.S.W. 2037. Phone (02) 660 6605.

### QUEENSLAND

**Pro-Am Cycles Southbank.** Brisbane's new bicycle show room. Call in and discuss your cycling requirements with Johnny Whip. Or phone (07) 44 2894. Corner of Grey and Russell Streets, South Brisbane 4101.

### TASMANIA

**Rent-A-Cycle Tasmania** 10 speed, low gear, ing, all frame sizes, ladies or gents. Completely equipped for touring. Postal bookings accepted. Six years hiring experience. Brochure, rates, your questions — 138 St. John Street, Launceston Tasmania. Phone: (003) 31 5839.

**Freewheeling** is now accepting classified advertisements from Australian Bicycle dealers. Your advertisement will be read by our 12000 readers nationwide. Ideal for Mail Order dealers as well.

Rates: Per issue 25 words or less \$6.25. \$0.20 for each additional word. Minimum 4 issues. Six issues 15% discount. Payment with order. Deadlines Issue 21, 8th August; Issue 22, 10 October; Issue 23, 5 December; Issue 24, 6 February; Issue 25, 9 April; Issue 26, 4 June.

Mail to Classified Ad Dept. Freewheeling BOX K26, HAYMARKET 2000.

# National Bike Events Calendar

### MARCH

**Saturday 17th March** 300 km. tour of Gippsland. Going to Leongatha, some of Victoria's finest scenery will be covered. Again a soft option of 200 km. will be run. Starts from Dandenong Railway Station car park at 7.00 a.m. Contact: Roger McAlpine 754 3268. AUDAX.

**Sunday March 18,** Ballarat Century. 100/160km, Ballarat Bicycle Touring Club. Contact Kevin McKenzie.

**Sunday March 25,** National Heart Foundation Pedal for Heart, Melbourne, Albert Park. Contact Bob Clifford 329 8511.

**Saturday March 24,** Quiet Hills Ride, Adelaide. 80km. Departs Adelaide Railway Stn. Contact South Australian Touring Cyclists Association 332 0956.

**Sunday 25 to Sunday April 1,** Melbourne Bike Week. Features daily activities in the City Square.

**Wednesday 28,** Commuter Day. Starts from six locations around the city and riders converge on City Square for free breakfast. State Bicycle Committee. Contact Bill Dix 651 4666.

### APRIL

**Sunday April 1,** Michelin Autumn Day Tour. Melbourne goes MAD for the second time in this pleasant ride through the outer Melbourne countryside. 30 and 100km courses. Organized by the Melbourne Bicycle Touring Club. Contact Ian Christie 818 4011.

**Sunday 8,** Cycle Against Want. Melbourne ride organized by Community Aid Abroad 20, 35 and 55km courses. Contact Ron Jones 419 7044.

**Saturday 14th April** 400 km. over a range to Benalla but this ride is surprisingly easy. A 200 km. option is available by finishing at the turn. Starts from the Lilydale Station at 8.00 a.m. Contact Ron Filsell, 874 6431. AUDAX.

**Easter Friday 20 to Monday 23,** Combined tour of the Grampians organized by the Melbourne Bicycle Touring Club and the South Australian Touring Cyclists Assn. Contacts: Melbourne 818 4011, Adelaide 332 0956.

**Sunday 13 May.** The Second Singleton Century Ride starts at 8.30 am, Burdekin Park, Maitland Rd, Singleton. Distances: 50 km, 100 km, 160 km. Medals will be awarded to all successful cyclists. Time limit: 10 hours. Food/drink/swimming etc. available at various towns and wineries. Billes available in Singleton as well as hotels, motels, etc. Entry fee: \$3.00 and includes medal, maps and drink. Organised by Singleton Youth Centre Cycling Club. Contact: John Veenstra c/- Europa Cycles, Shop 2, Southern Arcade, 65-67 John St, Singleton, N.S.W. Ph (065) 72 3913.

### NOVEMBER DECEMBER

**Sunday November 25,** The Third Annual Freewheeling Sydney to the 'Gong Bicycle Tour. Bigger than ever this year. Join in on Wollongong's 150 celebrations with this exhilarating 85 supported tour south from Sydney. Special Rail and Air travel packages available this year for Brisbane, Melbourne and Adelaide visitors. Full details in the next issue of Freewheeling. Entry forms available in July/August issue of Freewheeling, interstate travel and accommodation packages bookings open issue 25 May/June.

**Sunday December 1 to Sunday 9,** The Great Victorian Bike Ride: Nine day supported ride to celebrate Victoria's 150th Anniversary. Join in for nine day or one day tour options. full details in next Freewheeling.



# The Bikeway Menace

## From the Publisher

The development of the Australian bicycle scene is entering a new and dangerous phase.

After some years of sustained development in the work of governments and growth in the numbers of active users, the emphasis now seems to have settled on non-vehicular cycling.

Non-vehicular cycling is a term invented by John Forester, a bicycle expert in California who was to the forefront of the great bikeway debate which has raged in the USA since the booms of the early seventies.

Here in Australia many advances have been made to promote the bicycle as a significant mode of transport, a vehicle. The Geelong Bikeplan incorporated many of John Forester's ideas and above all recognised that in an urban context people mostly ride their bicycles for transport. Usually this is done on public roads.

The modern proponents of bikepaths are mostly proponents of non-vehicular cycling. Generally the recreational cycling most practised in city parks is of this type. A more blatant example of non-vehicular cycling is pedalling an indoor exercise machine.

Over the past five years the emphasis in our towns and cities has shifted towards bikeways. All the while government ministers and officials mutter the hollow litany of "bicycles are transport".

Bikeways encourage non-vehicular cycling because they play on a common fear of our modern age. The fear of death by car. The proponents of bikeways claim that by removing cyclists from the car infested roadways they make cycling safer.

To carry this absurdity through to its proper conclusion would involve building separate and parallel cycleway networks which in places such as our major cities would involve astronomical cost.

Enlightened planners such as the people who put the Geelong scheme together recognised what every bicycle user, child or adult, knows — that most people naturally use their bicycles for transport and inevitably roads must be used.

Nowhere is the non-vehicular cycling bias more evident than on freeways.

The campaign launched by the Bicycle Institute of Victoria to gain access to freeways amounts to a test case on the fundamental rights of bicycle riders to use the safest of public roads.

Australian bicycle users will eventually reject the bikeway options currently being provided for them by misguided governments when after using bikeways for transport, they find out that they are usually narrow, often bumpy and littered with debris, less direct, badly lit and graded, and completely incapable of carrying large volumes of traffic. On the final point alone the non-vehicular bias in cycleways is clear.

Unfortunately the boost to usage in the USA during the 1970's received a setback

when bikeways built at great expense were found to be ineffective. In some places bikeways and lanes were literally torn up while sales suffered a slump.

Californians have had their bikeway debate and bicycles are now allowed to use all roads, yet the majority of Australian urban bike plans conducted since Geelong have heavily emphasised the bikeways approach.

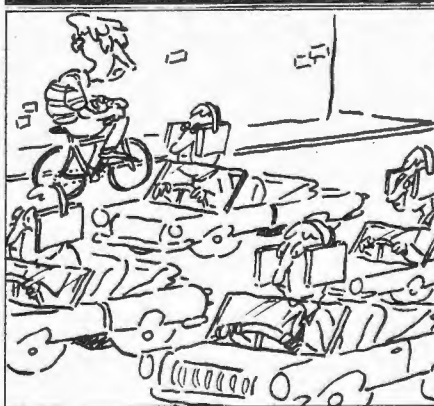
It's time we got the bikeways debate over and done with, except in Australia it's only beginning.

Warren Salomon.

# Freewheeling



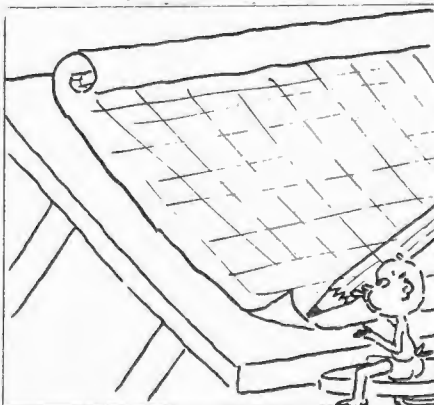
## Somerville



As cyclists see motorists



As motorists see cyclists



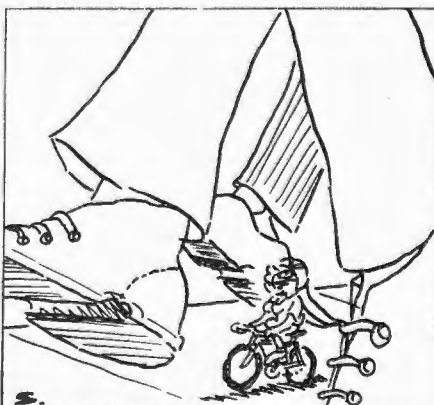
As cyclists see bike planners



As bike planners see cyclists



As cyclists see traffic



As cyclists see themselves

# Go bush with Ricardo!

New! from RICARDO...the BUSH BIKE...with the Australian built frame, designed tough in Australia for tough Australian conditions.

BUSH BIKE is more than a mountain bike...it's an off-road fun bike, a street bike, a cruising or touring bike...geared for the steepest slopes, comfortable to ride and fitted out with durable top quality components.



## Bushbike

Manufactured by

**Leisure Cycles (Aust.) Pty. Ltd.**

25-27 Narweena Road, Regency Park. S.A.  
Phone (08) 268 9044

QLD: (07) 376 4544 W.A: (09) 344 2733  
VIC/TAS: (03) 793 3150 N.S.W. (02) 602 4445

6 Freewheeling

Check these features

- Chunky 1.75" wide tyres which help you through the rough but still float on the bitumen
- Tough frame made with Australian HI-TENSILE steel tube
- Wide gear range to cope with any terrain
- Positive thumb-shift gear changing
- SHIMANO front and rear derailleurs
- SUGINO chain wheels and cranks
- DIA-COMPE braking system

BUSH-BIKE...the off-roader with  
a touch of class by RICARDO





# New Products and Ideas

## Sun Protection

Bicycle travellers in this country are daily exposed to high levels of ultra violet radiation from the sun. Riders with sensitive skin usually find that a long sleeved shirt or sunscreen lotion are the only means of protection available.

A new sunscreen preparation offering maximum protection is Rosken Solar Block. This product is water and perspiration resistant and has a protection rating of 15+. The Solar Block comes in a lotion or a stick form for nose and general facial use.



## Safety Vest

From the UK comes this bright safety aid: the Glo-Marka reflective belt. The belt is made of Reflexite, a highly reflective material used by various road construction authorities. The 'Sam Browne' design has the virtue of being a distinctive and simple geometric shape when seen from the back or in low light situations.

In the UK where this belt is widely used, this shape is synonymous with two-wheeled vehicles.

The Glo-Marka belt is imported from the UK by Andrew Lang, "titanga", Lismore, Victoria and retails for approximately \$17.00.



## Solar Power for Bikes

Soon to be released in Australia is the Cat Eye solar powered cyclo-computer. The new meter stores power by means

of re-chargeable silver oxide batteries enclosed within the unit.

The Cat Eye Solar displays a large number of functions including: current speed; elapsed time; elapsed distance; average speed; maximum speed, and odometer. As well the Solar displays time of day in a 24 hour format.

Additional features include a two line digital display, an electronic beeper alarm, a cadence measuring sensor and display and compact wheel mounted sensor unit.

## Cannondale Products

This innovative north American company has recently released still more products of interest to the tourer. The most interesting development from Cannondale is their all Aluminium frame. This frame uses large diameter (1.5 inches on the down tube instead of the steel size of 1.25") tubing and a 72/73.5° frame angles.

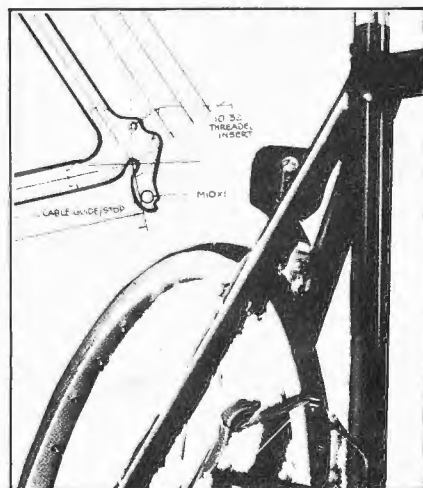
Cannondale claim that the larger diameter aluminium tubing makes a stiffer frame. As well the overall weight is reduced by about 450 grammes making it lighter than conventional lightweight steel frames.

Cannondales frame can be used either for touring or fast riding. It is fully TIG welded and heat treated before receiving a coat of polyurethane enamel.

Other products in Cannondales range include pannier bags in standard nylon and Cordura. The rear mounting models feature a clever internal stiffener which fully supports the top of the bags thus reducing sag.

The Cannondale waterbottle is unique in that it attaches to its mount by means of a large piece of velcro enabling speedy access. The bottle holds about 0.7 litres.

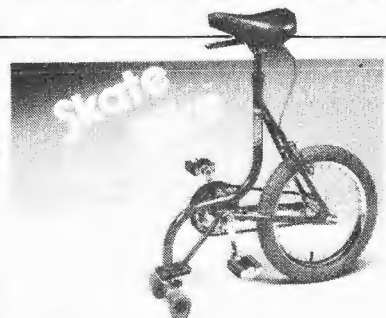
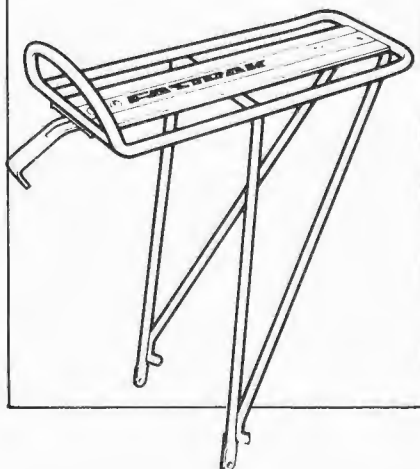
Cannondale also make a range of touring clothing, gloves and touring shoes. Available from Clarence Street Cyclery Sydney.



## Fastrack

Jim Blackburn Designs, makers of the famous Low-Riders alloy front pannier rack have released their latest rear model in Australia. The all-alloy rear mounting rack is called Fastrack and is designed as a lightweight luggage carrier for mostly city use.

The Fastrack is the lightest rack in the Blackburn rear mounting range.



## Skate Bike

What happens when you cross a bicycle with a pair of roller skates. The answer is a curious hybrid machine with only one bicycle wheel and only one skate truck.

The skate bicycle developed in Taiwan is designed as a manoeuvrable fun machine for the young at heart. The 'bike' features a brake on the 16 inch MX type rear wheel. The 4 inch cranks and 16 inch frame indicate that this is a machine for kids of many ages. The adults will probably want to try it too. Octav Imports (03) 429 9225.

# Across the Pacific

## Another world awaits



Although regarded as part of Canada's mid-western plains, Saskatchewan still proffers hills to the interested cyclist. Here the highway from the capital, Regina, to Swift Current encounters the shrouded Cypress Hills.

**Bicycle tourers seeking new and interesting destinations could look no further than North America.**

**This continent has much to offer such as: similar customs and language; well developed touring routes and tours; plus spectacular scenery and friendly people to top it all off.**

**Unlike Europe where there are many small countries all huddled together the North American continent offers the bicyclist the wide open spaces with very few border crossings.**

**In this special feature on North America we deal primarily with the United States though the access and resources section also gives information for Canada.**

### CANADA ON A BIKE

by Valerie Raymond

What better way to experience travel and the great outdoors than on a bicycle? Since the onset of the bicycle boom in 1972, Canadians by the thousands, indeed millions, have taken up cycling, buying an average of almost one million bikes a year.

Along with this enormous rise in cycling popularity has come a network of urban bikeways, rural trails and a growing number of organized cycling tours.

During the past few years, commercial cycling tours ranging from a few days to a few weeks have attracted an ever increasing number of cycling enthusiasts.

For the physically fit, summer cycling tours (June-September) through the spectacular Rocky Mountains

rank among the most popular. The roads through the mountainous national parks have paved shoulders, making bicycle touring safe and enjoyable.

Rocky Mountain Cycle Tours of Banff, Alberta (in Banff National Park) is offering many guided cycling tours in 1984. In each case, the cost includes all meals, accommodation (tents) or lodges, guide service, bicycle parts and maintenance and not least important — support vehicle to carry gear and make sure nobody is left at the bottom of a hill. Cyclists on camping trips should bring sleeping bags and ground sheets. Fully equipped 10-speed bicycles can be rented for \$40 per week.

Additional information regarding these tours can be obtained by writing to Rocky Mountain Cycle Tours, Box 895, Banff, Alberta, Canada T0L 0C0.

Organized tours don't appeal to everyone nor fit every travel itinerary and budget. For those who prefer to cycle on their own, Canada offers scores of highways and byways just waiting to be explored. Many of these are outlined in "The Great Canadian Cycle Trail," a three-part cycling manual covering Western, Central and Eastern Canada. The cross-Canada trails have been selected for scenic appeal, low density traffic, accommodation and bicycle facilities and points of historical and geological interest. Copies, along with additional information about cycling tours and trails in Canada, can be obtained by writing to the Bicycle Travel Bureau.

Finally, if you're intending to cycle an area of Canada not mentioned, be sure to write to the Canadian Cycling Association, 333 River Road, Vanier, Ontario, Canada K1L 8B9. Your letter will be forwarded to the appropriate provincial cycling association.

### Bikecentennial and the US Scene

Bikecentennial is a non-profit member supported organization which was founded to celebrate the 1976 US Bikecentennial. The focus of this celebration was the inauguration of the Trans-America Bicycle Trail during the summer of '76.

More than 4,000 bicyclists rode all or portions of the trail which stretches across the country from Pacific Coast to the Atlantic. Just over 2000 riders rode the entire length of the trail.

During that year Bikecentennial operated 300 tours of from 12 to 82 days in length, a total of 600 group leaders were trained at 22 week-long courses held around the United States. At one point in this operation the organisation employed 70 staff members at 13 trail heads to aid in research, programme development training, tour operations and publications productions.

Since those heady days Bikecentennial has survived the transition from being 'event oriented' to being a permanent service organisation and has helped the US touring scene develop to its current proportions.

Nowadays Bikecentennial services a membership of well over 15,000 members and has fully developed trails totalling 14 thousand kilometres in length.

In 1982 it embarked on an ambitious trail development programme



with the aid of the Huffy Foundation- to develop a further 9,600 kilometres of routes.

### Rides Programme

Each summer season Bikecentennial runs tours of varying lengths along a number of its more popular trails.

The 1984 programme is detailed in a new eight page full colour brochure and lists ten major tours varying from 6 day mountain bike journeys to the 90 day transcontinental trip.

There are numerous departures for all tours during the period may to September.

Costs vary from \$1590 on the 90 day Transcontinental Tour to \$415 for the 21 day Great Parks North journey. These trips are for cyclists carrying their own food and equipment with accommodation mostly camping.

For self-guided tours, Bikecentennial offers members an existing mail order service listing most of the material published on USA touring routes including its own superbly produced guide books.

For full membership details and tours brochure write to Bikecentennial Inc.

## Access & Resources

### Canada

#### Service organisations

Canadian Hostelling Association  
333 River Rd  
Vanier, Ottawa, Ontario K1L 8B9  
Phone (613) 746 0060

Canadian Cycling Association  
Same address as above  
(National bicycle touring organisation.)

Bicycle Travel Bureau  
Box 209  
St George, Ontario, N0E 1N0  
Phone (519) 448 1611  
(Route publications and itineraries)

#### Periodicals

Bicycle News Canada  
101-1281 West Georgia St  
Vancouver BC  
V6E 3J7 Canada  
(Published 5 times per year.)

### USA

#### Service organisations

American Youth Hostels, Inc (AYC)  
1332 'I' St NW — 8th Floor  
Washington DC 20005  
Phone (202) 783 6161  
(Runs tours, hostels.)

Bikecentennial  
P.O. Box 8308  
Missoula MT 59807  
Phone (406) 721 1776

League of American Wheelman (LAW)  
10 East Road St  
P.O. Box 988  
Baltimore MD 21203  
Phone (301) 727 2022

(The US's largest general cycling organisation with over 450 affiliated clubs totalling a membership of well over 100,000.)

LAW publish an excellent monthly magazine 'American Wheelman' which contains a regular cycling calendar listing all the major weekend and day rides. It would be possible using LAW membership and contacts, for a visiting Australian to participate in a large bicycle ride (over 100 riders) every weekend of the spring to autumn season provided one could travel to each of the starting points. League membership is \$22.00.

#### Periodicals

Bicycling  
33E Minor St  
Emmaus PA 18049  
(Published 9 times a year. Has a larger circulation than the biggest Australian magazine of any kind.)

Bicycle Sport  
3162 Kashawa St  
Torance CA 90505  
(A new cycling glossy)

Fat Tyre Flyer  
P.O. Box 757  
Fairfax CA 94930  
(A magazine devoted to all-terrain bicycling, mountain bikes.)

### Packaged Bicycle Tours

Unlike the experience in this country, packaged type tours are very popular in the United States and Canada. There are at least eighty professional tour operators offering tours from camping trips to fully accommodated luxury journeys. Most of these operators run tours in their home state while a few others offer trips to interesting and out of the way places. A list of these operators can be obtained through the Freewheeling Bicycle Travel.



Bike Week aims to promote cycling in Victoria as a valid form of transport and a fun and fitness activity as well.

### Events

**Sun March 25th.**

#### Pedal for Heart

Albert Park Lake. Look for entry forms at National Heart Foundation, 3AW, Bike Shops and Medibank Private offices.

**Wed March 28th**

#### Commuter Day

Melbournians will be encouraged to ride their bikes to work. Breakfast will be provided in the City Square.

**Sunday April 1st**

#### Michelin Autumn Daytour

100 km, 30 km. This very pleasant family ride tours Melbourne's outer suburbs. Has two different length routes. Further details 818 4011 B.H. or 241 8509 A.H.

### City Square Activities During Bike Week

**Monday March 26th to Friday March 30th between 10am and 3pm.**

- Watch continuous films on cycling
- See cycling museum
- Join a touring club
- Enter competitions
- Work your way through the hazard test
- See safety and lighting display
- Learn how to protect your bicycle
- Ask your questions about bikes

Between 12 — 2pm see BMX demonstrations, fashion parades of cycle clothing, helmet destruction tests, Bike—Ed demonstrations and ride unusual bikes.


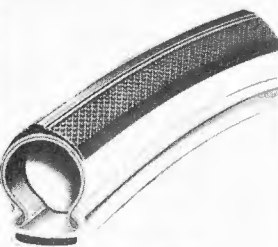
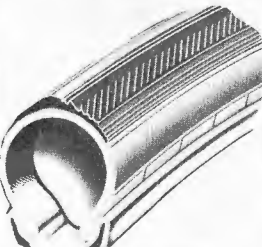
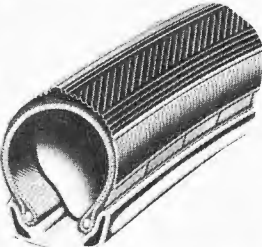

For full information on Bike Week activities phone the Bike Week Hotline between the 19th and the first.

For further information: Phone the Bike Week hotline from March 19th onwards on:

# 11568



# The MICHELIN guide to better bicycling

				
<p><b>Size</b></p> <p><b>Section Width</b></p> <p><b>Overall Diameter</b></p> <p><b>Maximum Inflation Pressure</b></p> <p><b>Nominal Tire Weight</b></p> <p><b>Airstop® Tube</b></p> <p><b>Nominal Tube Weight</b></p> <p><b>Recommended Rim Width</b></p> <p><b>Features</b></p> <p><b>Application</b></p>	<p><b>BIB TS 20</b></p> <p>700 x 20c (20-622 mm)</p> <p>.80 in. (20.5 mm)</p> <p>26.5 in. (673 mm)</p> <p>105 psi</p> <p>240 grams</p> <p>28-4M</p> <p>85 grams</p> <p>13-17 mm*</p> <ul style="list-style-type: none"> <li>• the ultimate in performance, convenience and responsiveness</li> <li>• folding tires that can be carried under the seat and repaired easily</li> <li>• narrow section width and super lightweight with diamond point/rib tread design for ultra low rolling resistance</li> <li>• resistant to cuts and penetrations</li> <li>• supple casing provides unusual comfort for such narrow tires.</li> <li>• easy repair with tubular performance makes them preferable to a tubular</li> </ul> <p>• high performance sports riding and lightweight touring on good to average road surfaces</p>	<p><b>CLUB TOURIST</b></p> <p>27 x 1 1/8 in. (28-630 mm)</p> <p>1.06 in. (27 mm)</p> <p>27.16 in. (690 mm)</p> <p>95 psi</p> <p>490 grams</p> <p>28-5M</p> <p>130 grams</p> <p>17 mm* Other permissible rim width: 20 mm</p> <ul style="list-style-type: none"> <li>• NEW tread design with wide and thick central band of rubber for super long life</li> <li>• angled Club Tourist ribs on shoulder for cornering traction</li> <li>• rugged casing for long life for a stable ride and reduced rolling resistance</li> </ul> <p>• ideal long distance touring tire for maximum life and reliability on: poor to normal road surfaces</p>	<p><b>CL GUMWALL</b></p> <p>700 x 28c    27 x 1 in. (28-622 mm)    (28-630 mm)</p> <p>1.06 in.    1.06 in. (27 mm)    (27 mm)</p> <p>26.92 in.    27.16 in. (684 mm)    (690 mm)</p> <p>95 psi</p> <p>440 grams</p> <p>28-5M</p> <p>130 grams</p> <p>17 mm* Other permissible rim width: 20 mm</p> <ul style="list-style-type: none"> <li>• NEW tread design with narrow central band of extra rubber for longer life</li> <li>• angled chevron ribs on shoulder for cornering traction</li> <li>• conventional section width for a stable ride and reduced rolling resistance</li> </ul> <p>• ideal long distance touring tire for maximum life and reliability on: poor to normal road surfaces</p>	<p><b>SPORT GUMWALL</b></p> <p>27 x 1 1/4 in. (32-630 mm)</p> <p>1.14 in. (29 mm)</p> <p>27.32 in. (694 mm)</p> <p>85 psi</p> <p>475 grams</p> <p>28-5M</p> <p>130 grams</p> <p>17 mm* Other permissible rim width: 20 mm</p> <ul style="list-style-type: none"> <li>• aggressive tread design for maximum water dispersal</li> <li>• rugged casing for long life and reliability</li> <li>• conventional section width for a stable ride</li> </ul> <p>• ideal long distance touring tire for maximum life and reliability on: poor to normal road surfaces</p>



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# The Trans-America Trail Discovering the U.S.A. by Bicycle

**I**F YOU ARE A BEGINNER at bicycle touring, or, like John Beauchamp, a rider of long experience, the Trans-America Bicycle Trail has a lot to offer. John has cycled all or part of the 7120 km route at least twice and thinks that it is one of the best and most spectacular routes in the world.

In his account of the trail developed by the Bikecentennial organization in 1976, John details the wonders awaiting the Aussie traveller in North America.

Across the great divide: The group gloats at the highest point of the trail — 3,518 metre Hoosier Pass in the Rocky Mountains. (Mt Kosciusko is 2,228 m).



**T**HE FIRST TIME I rode the Trans-American Trail, was with a Bikecentennial group. My son had just finished his secondary schooling. Neither of us was experienced or particularly fit and when we met the other members of the group at the Youth Hostel in Portland, Oregon, we were overawed by the apparent experience and sun-burnt fitness of several of the other members. Our trepidation proved unfounded when we started out next day towards Astoria on the West Coast. Although the hills on the road following the Columbia river seemed monstrous to our novice eyes, the other riders found them equally difficult and so the group moved slowly, making small distances each day and gladly resting over for extra days in Oregon pine forest campsites.

By the time we reached the lower slopes of the Cascade Ranges we were fit enough to tackle, without too many rest stops, the twenty three mile continuous climb and elevation increase of five thousand feet that takes you out of the Oregon forests, over Mackenzie Pass into the dry western plateaus. Leading to the start of the gradual increases in elevation that following the Lewis and Clarke trail, bring you to the great Rocky

Mountains. The area is fascinating and great cycling, with good roads, little traffic and excellent campsites all the way to Missoula.

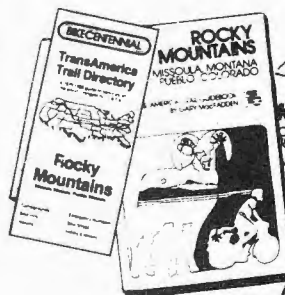
From Missoula, which is the home of Bikecentennial, we followed along

the Rocky Mountains. Every day brought one or more climbs of ten, twelve or fourteen miles. Though the climbs are continuous they are not too difficult. The grades are mostly five percent with an occasional short

climb of seven percent. For every up, there was a down with one memorable descent of 25 miles seemingly descending into the bowels of the earth.

Long fast descents were only one of

## TRANSAMERICA BICYCLE TRAIL



Each region set contains a map, guidebook, and service directory

**Coast-Cascades**—Covers Region 1 between Astoria, Oregon, and Missoula, Montana.

**Rocky Mountains**—Covers Region 2 between Missoula, Montana, and Pueblo, Colorado.

**Plains/Ozarks**—Covers Region 3 between Pueblo, Colorado, and Ste. Genevieve, Missouri.

**Bluegrass**—Covers Region 4 between Ste. Genevieve, Missouri, and Berea, Kentucky.

**Appalachians**—Covers Region 5 between Berea, Kentucky, and Yorktown, Virginia.

**D**ETAILED MAPS of the route and information about camp sites, eating and shopping facilities, bike inns, bicycle shops, road conditions and traffic density, in fact everything you could possibly want to know about the route is available from Bikecentennial, P.O. Box 8308, Missoula, Montana, 59807, U.S.A.

A good time to start from the West Coast is early to mid-June. There will still be snow on the ground in the mountains when you reach them, but the days will be warm and the roads will be clear of snow and you will have finished the trip before the cold weather starts in the Eastern States.

Portland, Oregon is the starting point recommended. The town has an airport, lots of good accommodation, a youth hostel, plenty of cafes and several good bike shops. Eugene further south, has all this too and you could start there, but you would then move straight into heavy climbs. Whereas starting at Portland allows you to toughen up over a week of easy riding through some of Oregon's most beautiful areas. Take route 30 out of Portland and follow the Columbia river down to Astoria on the West Coast. It is a beautiful ride. Astoria is the official starting point for the Bicentennial Bicycle Trail across America. From here on you will

notice route markers appearing from time-to-time.

Except for some special items you may have in mind it is best to buy your bike and equipment before you leave Australia and test it out on weekend rides. This will uncover any faults or omissions which can be rectified before you leave. Prices are much the same and since US shops are selective in the brands they handle you may have to chase around to find what you want if you leave your purchase until arrival in the U.S.A.

The international airlines carry your bike free as one piece of luggage. There are differing views about whether it is best to pack the bike in a carton or leave it exposed. The most air travel experienced bikers consider it best not to pack the bike but just remove the pedals and turn the handlebars sideways. Baggage handlers can then see what they are handling and they do not stack on top of it as they might with a carton. Always check with the airlines at the international terminal before you book.

You will need to take tools to handle maintenance of the bicycle over 4500 miles. But keep tools to a minimum — our whole load on the bicycle should be kept to a minimum. Most riders end up posting back home half their clothes and equipment

before they have been on the road two weeks. Don't follow the book guides which are inclined to suggest more than is necessary. Talk to some experienced long distance bike tourists if you are not sure.

**P**EOPLE ALONG THE ROUTE are friendly towards bicyclists. The credit for this goes to Bikecentennial, the organization that established and promotes this route. They keep in touch with officials and townspeople along the way and perform a first class public relations job on behalf of bicyclists. Several thousand bicyclists use the route each year and it would be unusual to cycle the route in Spring or Summer without meeting many other cyclists.

Bike inns along the way are increasing in numbers, as are bike shops. People are helpful and cyclists are always welcome in stores, restaurants, taverns and recreational areas. Police officers, sheriffs and local officials go out of their way to assist cyclists by allowing the uses of local halls, churches, town parks, swimming pools and other facilities as places to camp, cook and clean up. If you always check with them when you need a place to stay or help of some kind, you will find them generous and willing to help in any of your problems.



the delights of cycling in this mountain area. Every climb had its own identity, every corner offered a new view, every valley, small town and stream brought new impressions to each bodily sense.

There are three plateaus to conquer before leaving the Rockies behind. From Missoula you move at 6000 feet and climb to passes of 8000 feet, until you gain the middle plateau of 8000 feet and make passes of 9000 feet to reach the highest plateau of 10,000 feet in Colorado and make the final pass of 12,000 feet at Hoosier above the ski resort of Breckenridge, before dropping down into Pueblo and the start of the vast inland prairies.

In the middle of the Rockies is Yellowstone National Park which alone is a wonder but is followed immediately by the Grand Tetons. Our sense of accomplishment and the pleasure that the Rockies had given us, inclined most of us to turn back and recross the Rockies. Our leader Dudley Wakamatsu assured us that although the Western half of the trail we had now crossed would not be equalled by the Eastern half for wilderness and mountains, the East would have other attractions and surprises.

So on we went, crossing Kansas on a straight level road parallel and adjacent to the transcontinental railway and enduring dry, hot days with frequent stops at the swimming pools and taverns of the small towns we passed through and whose white water towers and wheat silos could be seen shimmering in the heat haze for twenty miles into the distance.

We struggled, sweated and cursed our way over roller coaster roads and steamy heat in Missouri, beginning to wonder if it was worth it, until we reached the narrow steep roads, the coal trucks, the road debris, the poverty of East Kentucky and the Appalachian Mountains of Daniel Boone renown.

It was a relief to finally reach Virginia with its greater road traffic and closer settlements because it became cooler, looked cooler and offered more to please the eye. The riding was easy — we were hardened bicycle tourists by then. The steepest hill like Vesuvius (which is generally accepted as the steepest climb on the whole trail), was an occasion for an uphill race by our travel-toughened band. A day of 150 miles was easily within the capability of most of the group, but we were all glad to have an end in sight to living out of pannier bags and the daily repetitions of pitching and striking camp.

Yorktown was the end, where the British surrendered to the American



Coming 'round the mountain in the Pine wooded foothills of Oregon.



Life in the flat lane: A rider gets closer to the vanishing point on the plains of Western Kansas.



Long shadows claim a campsite in the desert highcountry of Oregon while the Sisters Mountains remain resplendant in the sun.

colonists and Lafayette. Take a train to New York from nearby Williamsburg and on to France and the luxury of food that is not centrally produced or franchised.

**J**UST THINK, here is a 4,500 mile (in the U.S.A. it is still miles) bicycle route which allows you to camp out and still have a hot shower almost every second night, clean odourless toilets with paper supplied almost every night and laundrettes and late closing supermarkets in nearly every town on the route.

The Trail keeps away from large towns by using secondary roads. Fifty miles in a day with sunrise at 5.00 am and lots of daylight still after 9.00 pm, gives ample time for hot food stops, cold ale stops, coffee stops, chat stops, look stops, curiosity stops and any stops you fancy. If you decide on a fifty mile a day average, the trip will take you 90 days and you will often find yourself ahead of schedule even when you allow one day each week as a rest day.

Some stages are easier than others and you will be holding back most of the time after the first two weeks when your muscles have got used to pushing you and your load along. If you are a strong fit rider then an average of 100 miles a day, com-

pleting the tour in 45 days, is an option open to you.

There are many options for most tourists and those would be the two extremes for the total distance, but you can choose to ride only part of the route. If you ride half, then the western half mainly along and over the Rocky Mountains, is so different from Australian landscapes that you will be overwhelmed by the sheer grandeur of scenes that change with every bend in the road. There are lots of bends in the mountains both up and down until you are over the final and highest pass in Colorado, at around 12,000 feet (4,000 metres).

When you cross Kansas you will miss those mountains and those bends because the route in Kansas is as flat as a plate and finding a curve in the road, let alone a bend is reason for excitement. But the Eastern half of the bike route is not all flat and not all straight. It is not so wild and grand as the Western half because it is more settled with less large parks, but it has its own softer beauty especially in the Autumn and especially as you get closer to the East Coast.

**F**OOD IS OF OVERWHELMING IMPORTANCE on any long distance bicycle trip. You are always hungry, there is never enough to eat regardless of how vast the quantity of food available. Most of the dissention in the groups travelling the trail arises from differences over food. Usually the group cooks as a group to save on costs, because it is cheaper per person to purchase for twelve than for two. The purchasing and preparation of food is shared by organizing sub-groups so that your sub-group might be responsible for the food arrangements every fourth day. So every fourth day your group gets to choose the menu. The trouble is that in America there is not much variety in the food you can buy in supermarkets or at restaurants which are mostly franchised. So everything tastes the same.

There is a dreadful monotony and little nourishment in American food. It all seems to be prepared in one place and shipped around the country in huge refrigerated pantechinons.

Nevertheless, there are some delights in eating. Usually the group breakfast was fruit, cereals, juice and milk. Sandwiches were prepared (usually the standard American favourite, peanut butter and jelly) for lunch on the road and a mixture of sultanas, nuts and seeds and the American equivalent of Jaffas (M & M's) were provided for constant nibbling through the day. Dinner depended upon what was in the supermarket,

but always included a salad, fruit, fruit drinks and something that could be cooked in one pot. Steaks are expensive in America so the group used minced steak, chicken and pork chops when meat was on the menu.

Breakfast was usually between 6.30am and 7.00am and after two hours on the road, we would look for a small cafe to have our second breakfast. Eggs over easy, french fries, hash, toast and lots of coffee. Alternatively a plate of large hotcakes with plenty of coffee to get them down. Hungry as we were, we were always stumped after the third large, fluffy, sweet pancake with its accompanying syrup. Breakfast cost close to \$1.00. The best was in Charlottesville, famed for the university designed by Thomas Jefferson, but for me remembered for its second hand bookshops and the short-order breakfast establishment, where the chef, in full view of his admiring customers, performed marvels of fast food service and coffee cup filling while entertaining with sharp local chat.

Lunches are often sandwiches or what can be picked up in stores and Dairy Queens (ice cream parlours with lots of sweet junk food). Quite frequently a restaurant sign appears saying "all you can eat for \$2.50" and in you go. These are generally smorgasbords and with touring cyclists' appetites most certainly a great financial loss to the restaurateur. The most memorable was in Illinois when the selection was from eight different salads, sixteen types of cold meat and sausages and included a selection of sweets. We were unable to continue the trip until two hours after the lunch!

Evening meals were more of a problem as often the campsite is isolated and when there were nearby restaurants, the prices were beyond the tight budget of the group. Some large towns do offer "all you can eat" of an evening but these are few. Evening meals cost from \$10.50 upwards if you want to let your head go. Most of the restaurants offering budget priced meals are franchise houses — chicken, Mexican, spaghetti, hamburgers, seafood, steak and so on.

The best was a small Hungarian restaurant at West Yellowstone, where the meal was freshly prepared by a European chef who also baked the bread and the pastry that went with the meal.


After many weeks, a meal that was not pre-cooked or the packaged standard American fare, had to be remarkable. Yes, food predominates in the thoughts of long distance cycle tourists and 4,500 miles represents a lot of food.

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# America's West Coast

## An Ideal Destination for Bicyclists

Despite some friends' doubtful estimates of their sanity, Heather and Steve Nesbitt plucked their bikes from hibernation after a withering Canadian winter and headed south from Vancouver. As Heather recounts the subsequent 1200 mile trip to San Francisco proved a most welcoming journey.

Timing and preparation were the two major factors contributing to the success of this tour. Early autumn (September and October) or spring (April and May) are probably the best cycle seasons on the north-west coast. At these times it is not too hot, too wet or too crowded. Besides, for the Australian cyclist these months are shoulder airline periods offering cheaper fares. Cycling from north to south is also recommended as prevailing northerly winds provide pleasant tail winds rather than consistent head winds for the cyclist.

Preparation is also of utmost importance to the touring cyclist, particularly if arriving from overseas. A well-maintained bicycle, rain gear, camping equipment, maps and few clothes will allow a more pleasant

trip, particularly if attention is given to weight distribution and careful packing. Fortunately, my husband's obsessive eye for detail ensured we were well prepared for this tour.

Our tour began in Vancouver, Canada across to the Canadian and American Gulf Islands, down the Hood Canal into Washington State and across to the Pacific coast. Once on the coast, we principally followed Highway 101 through Washington, Oregon and California. We completed the tour comfortably within three weeks averaging 50 miles each day. Many cyclists we met however averaged far greater distances and completed the tour in a shorter period. However, if you want to experience the area to its fullest, we recommend allowing at least three weeks. This basic route also provides several side trips which explore the many facets of scenery and culture in Canada and the States. For the Australian cyclist this route provides an excellent opportunity to explore and enjoy both of these fascinating countries.





## Week 1 Vancouver, Canada to Astoria, Washington

Rather than tackling the heavily trafficked route from Vancouver into Washington state, we opted for a relaxing ferry ride from Vancouver through the Canadian Gulf Islands to Victoria, the capital of British Columbia. If you have the time, take a side trip to a couple of these islands where you can enjoy the beautiful crystal clear ocean, fresh seafood and quiet country roads. Both Gabriola and Saltspring Islands provide excellent camping facilities. Or head straight to Victoria, a quaint city famous for its beautiful gardens and English character.

From Vancouver Island we caught a ferry from Sidney through the American San Juan Islands. These islands again are a haven for cyclists but are much more developed than their Canadian counterparts. The ferry terminates at Anacortes on Whitby Island, the largest in the San Juans. On Whitby, don't miss Deception Pass which has a magnificent camping ground and the historic town of Coupeville, a quaintly restored fishing town on route to yet another ferry ride to Port Townsend.

From Port Townsend to the coast,



The author takes time out during the Oregon leg of the trip to assimilate some vitally important carbohydrates.

we glided alongside the Hood Canal which was dotted with holiday cabins and small villages. This gave way to timber towns, mills and large coniferous forests as we headed over to the Washington coastline. The coastline was pleasant with many stretches of deserted beach and marshlands. Small fishing and holiday centres provided us with food and camp sites.

Probably the most memorable part of the trip through Washington was reaching the town of Astoria, the gateway to Oregon. Perched on the Washington/Oregon border, Astoria is joined to the highway by a picturesque five mile ride round the bay and a four mile bridge crossing into town. Unfortunately, the bridge has a large hump at one end for incoming ships. Looming before us, this steady climb

**TOURLITE HELMET** **BELL**

really tested our cycling skills. A fellow cyclist reminisced to us the time he had a puncture on this hump right in peak hour traffic!! Astoria is also the Pacific coast trail head for the Bicecentennial Transamerica bicycle trail.

## Week 2 Astoria, Oregon to Brookings, Oregon

The Oregon coast was truly the highlight of the trip. The rugged rolling coastline; lush green vegetation and small coastal towns are images of Oregon never to be forgotten. Cannon Beach was our first stop which, besides having great beaches, also has the best bakery on the entire coast! We filled ourselves with delectable pecan rolls, croissants and cinnamon buns, refuelling our energy before the day's cycling. The town itself is quaint with "country style" stores, art galleries and restaurants.

Oregon is designed for cyclists: a wide shoulder on the highway, cyclists warning signs through tunnels and excellent camping facilities. Actually, both Oregon and California provide "Biker-hiker" areas within the state parks. Designed for people using self-propelled transportation, these communal cam-



Beginning and end: (Left) Waiting for the ferry on Vancouver Island. (Right) Euphoric arrival in the city of St Francis.



ping areas provide fire places, hot showers and water for \$1.00 per person per night. As they are widely used by cyclists the areas provide an excellent place to meet other cyclists, usually at dinner-time around the campfire. The usual conversation began with, "Hi! Where are you heading for? Gee, you're really packed up! I'm from such and such!" and the

conversation continues from there. If you are cycling alone, these areas provide an opportunity to find riding companions, perhaps for a day, week or even the remainder of the trip. Take advantage of these camping areas — they are provided especially for cyclists.

Following the established Oregon Bicycle Route down the coast, we

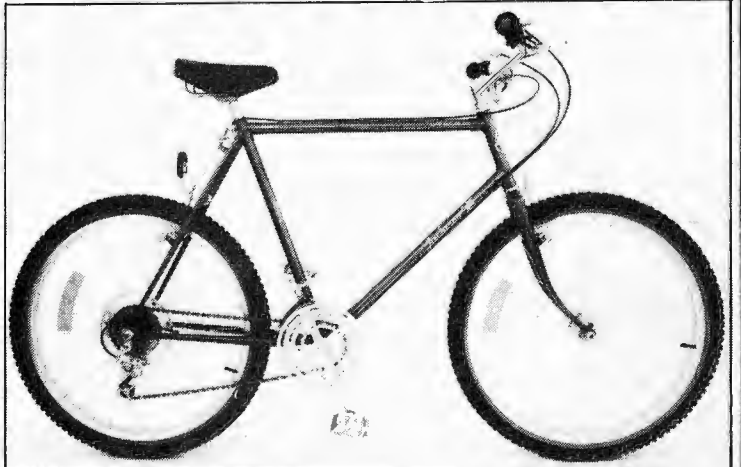


# BIKER HELMET

# ★ AT LAST, THE BICYCLE MADE FOR AUSTRALIAN CONDITIONS



## ★ JACKEROO ★



Jackeroo is the all-terrain bicycle bike that's equipped to handle Australian conditions.

**Features:** Solid, fully lugged, double-budded, Mangalloy frame; bar-mount thumb shifter gear levers; Dia Compe 910 long reach cantilever brakes with heavy duty cast alloy levers; Bull-moose type handle bars; SunTour MounTech front and rear gear changers; Ukai 26 x 1.75 alloy rims fitted with 26 x 2.125 knobbly tread tyres; Sugino GT triple chainwheel set; 15-speed gears; Taihei moulded power saddle; Alloy saddle pillar with Q/R seat clamp.

BY

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There were giants in those days. California's Redwoods once blanketed most of the state right to the shoreline. There are still protected stretches of virgin forest to provide awesome company for a cyclist.

passed through several small farming and timber towns before reaching Tillamook, the home of excellent dairy products. The cheese factory is definitely worth a stop for free cheese and rich ice cream. From there we cycled to Cape Lookout, probably one of the most scenic camping spots of our trip. The ride out of Cape Lookout is even more spectacular apart from the 800 foot hill climb back onto the plateau. Still, as I always say — "Where there's an up there has to be a down!!" Travelling through this quiet pastoral area, we detoured through the Swisha State forest along a windy route of beautiful conifers and redwoods.

The jaunt from Newport to Florence is truly an experience as the rugged coastline exposed itself through rock outcrops, spectacular cliff faces and tiny, secluded beaches.

We had a tail wind to boot that day so it was a great ride along the rolling coastline. Stop and view the sea lions sunning themselves before settling down for the night at the Jessie E. Honeymoon State Park. One of the largest parks in Oregon, the hiker-biker area boasts separate tent sites cut out of the thickets while the camp shop stocks cold beer and goodies. The remainder of the coast was similarly spectacular through Baridan, Bullards Beach and Port Orford. When we finally reached Brookings we were sad to leave our friendly, green Oregon which had been kind to us and all cyclists.

### **Week 3 Crescent City, California to San Francisco, California**

Following our California Bicycle Route map we headed down through

Redwood National Park. The long climb up to the redwoods begins on the outskirts of Crescent City, but we took our time and really enjoyed the route. Towering redwoods, hundreds of years old dwarfed us and, unlike tourists in motor vehicles, we were able to savour the quiet majesty of the redwood groves. We camped at Prairie Creek State Park, right in the redwoods, together with wild elk, bear, moose and other wildlife! An early morning ride is a must in this areas as the sweet smell of the conifers is savoured best at this time. Then it was inland to Eureka, Gabeville and Leggett where we detoured to the coast along Highway 1. At Leggett, we encountered the largest climb of our trip — 1500 feet — but the downhill was great! Thankfully, the remainder of the route is fairly rolling with pretty coastal Californian towns of Fort Bragg and Mendocino. Continuing down Highway 1 the route leads quickly to San Francisco but if you have the time take a side trip to the Napa Valley. We camped at Bothe — Napa Valley camp ground near St Helena for two days and thoroughly enjoyed the hospitality of the local vineyards, restaurants and residents. The scenery in the valley is lush and wealthy and the free wine tasting particularly generous.

San Francisco is a beautiful city and as with much of the west coast caters for local and visiting cyclists. On the outskirts of San Francisco obtain a city bicycle map at a local bicycle store. The route is very pleasant and fairly easy to follow. It takes you through the suburbs of San Rafael, Larkspur, Marin City and Sausalito to the Golden Gate Bridge. For us the Golden Gate Bridge was an exciting end to our much too brief tour. On a sunny Sunday afternoon we cycled slowly over the bridge, pleased to reach our destination with such ease but unsure of what to do with ourselves. Every day of the past three weeks had been filled with new experiences, new scenery and new friends. But once over the bridge we knew that this would no longer happen. But only temporarily — we are now busy planning a longer cycle tour of Europe.

**Please Note:** Cycle maps for Washington, Oregon and California can be obtained from the Department of Transportation in these states. An excellent map of camping facilities in California can be obtained from the Department of Parks and Recreation, Box 2390, Sacramento, California 95811 USA.



# At Woolys Wheels we build bicycles to a purpose



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**T**ravelling light or for fitness, Wooly has a bike to suit your use and budget.

For tourers we have the three Traveller models (left above), all catering for different levels of experience. If you are just starting out the Traveller 1 offers good value at the rock-bottom price of \$279. Traveller 1 features strong steel rack and comfy touring saddle.

More experienced bicycle tourers will prefer the Traveller 2 as an ideal first touring bike or replacement for an existing machine. This bike is available with high quality Japanese high tensile frame (mixte style available at no extra cost), alloy quick-release wheels, touring gears, alloy pannier rack, anatomic saddle, toe-clips and straps and sponge handlebar covering, all for \$359. For the expert and long-distance tourer the Traveller 3 is the ideal bicycle. This machine features a quality double-butted mangalloy frame with cast drop outs and double eyelets, bar-end gear

controls, all alloy components including pannier rack and quick release wheels, anatomic saddle, toe-clips and straps. Excellent touring value at \$485.

**F**itness enthusiasts will find in the lightweight Sportif range (right above) a bicycle to suit their needs.

The Sportif 1 for starters features high tensile frame, cotterless crankset and alloy brakes all for the low price of \$259. Sportif 2 the popular sports model features alloy quick release wheels, alloy cotterless chainwheel set, Dia Compe alloy brakes, toe-clips and straps. \$349.

For the sports enthusiast and triathlete the Sportif 3 is the right bike for fast conditions. This superb lightweight features chrome moly frame, alloy quick release wheels, high quality rims, alloy micro adjustable seat pillar and cotterless alloy Sugino chainwheel set. Excellent value at \$425.

**A**ll Woolys Traveller and Sportif bikes come with a 10 year guarantee on frame and forks and 12 months guarantee on components. Woolys also provide a free service 30 days from purchase date.

# WoolysWheels

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# Comrade Keith on the Road to Beijing

In our last issue Keith Dunstan, Melbourne columnist and two-wheeled gadabout, described his impressions of China while part of an organised cycling expedition into the province of Guangdong. In this final installment the card carrying pilgrim pedals into the ancient capital.

Beijing is the capital, population nine million and the only time you ever see the old name, "Peking," is on a beer label.

This is the big deal, complete with smog.

Beijing is the showpiece, great tree-lined boulevards, smart department stores, fashionable hotels...

But one misses Guangzhou, alias Canton. Guangzhou is deep under the influence of the West. Girls wear pretty dresses, dashing red skirts with white blouses, and the men wear clothes that would pass in Collins St.

Here it is drab, Chairman Mao suits prevail and there is not a suit the length of Tian'anmen Square.

In Guangzhou you get friendly smiles and lots of "hellos". Not here, Beijing feels the full weight of its vast political importance.

Our local guide and interpreter is Me Sung. He studied American history and literature at Beijing University and has even been with a Chinese swimming team to California.

"We'll do the Great Wall of China tomorrow, okay? And the Forbidden City on Thursday, okay? You got it? Okay?"

At Badaling you can purchase your "I was on the Great Wall" T-shirts and even your panda ashtrays. The Chinese are as skilled as anyone at souvenirs.

Lord's and... ah... ride a bicycle in Peking, bicycle capital of the world.

That one came true today. There are four million bicycles in Peking and to the Pekingite inevitably it is the most expensive thing he owns.

If it is new it is so precious he doesn't undo the wrappings, he keeps the tubing covered in plastic to protect the paintwork. Seeing that most of them look exactly the same he or she goes in for decorations, using a combination of red tassels to go along the main bar so that it looks like grandmother's curtains.

They all have to be registered. Bikes have registration plates like cars.

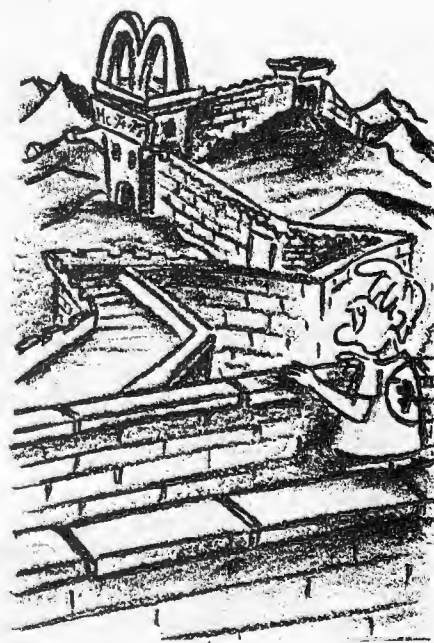


The crowds go out to the Great Wall in a never-ending horde. The trip is 64 km by coach or train to Badaling where a long stretch of the 6000km wall has been carefully preserved. The rest is in various stages of ruin, but it remains the one man-made object visible from the moon.

However, the visit to the Great Wall is a deeply moving, even mystical experience to any Chinese and they look upon it as the great symbol, the force that unified all China.

And even if you are not Chinese, it is impossible not to be moved. No matter what you read you are not prepared for the magnitude of the engineering achievement, the way it arches up and down over steeply angled mountain crags.

One has dreams, a private interview with Racquel Welch, travel by boat down the Nile, make a century at





Even though the bicycles look alike, there are a number of brands — Five Rams, Golden Lion, Flying Pigeon, Flying Butterfly and a very solid machine simply called Forever.

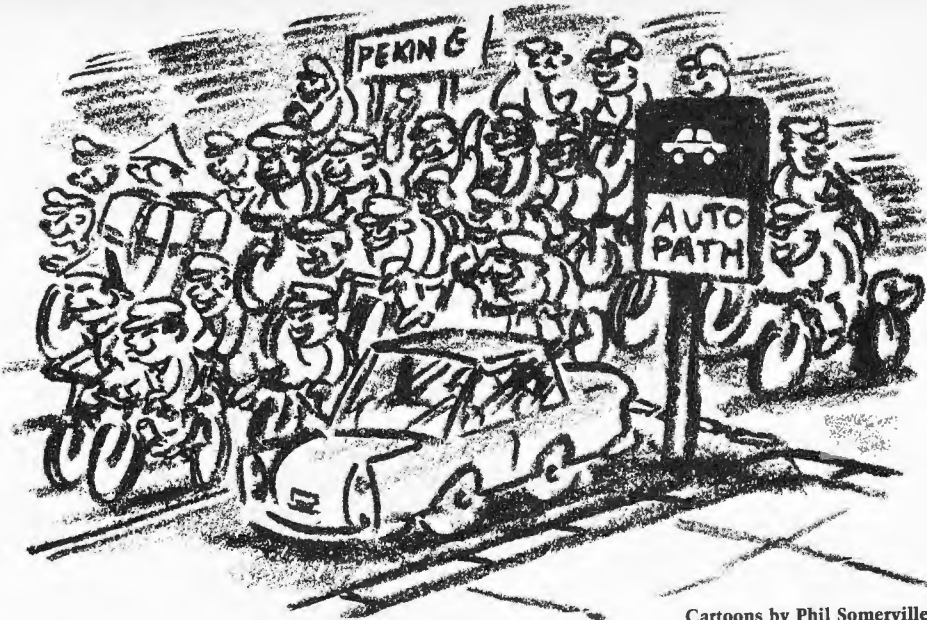
Just recently some of the brand new models have branched out into color — dark green, red, and would you believe a few rare deluxe machines have Sturmley Archer three speed gears.

Oddly enough it wasn't easy to hire a bike. Not many foreigners go in for this strange aberration. Our interpreter, Mr Sung, found a bike hire shop which looked so dark and ancient it might have been the place where Bruce Small discovered the Malvern Star.

Negotiation was tough. Hand over our passports or they wouldn't hand over their bikes. You feel nervous using your passport for security in a place like Peking, but the price was right, one dollar for an afternoon's riding.

A considerate Chinese lady handed over a fair dinkum Chinese bicycle. Solid? Well, there has to be another word. Monumental, perhaps. I swear it weighed 20 kg and very likely saw action in the 1911 uprising or even the Boxer Rebellion.

The seat was broad and well sprung, the brakes had steel connecting rods and the brake pads pulled up on the rim. Then there was a vast bike stand,



Cartoons by Phil Somerville

made of heavy-weight steel. You could see its purpose; it was strong enough to take the weight of a grand piano or even a grandfather pig.

So I started off. Darn it, wobbly, tricky, the long rake to the front forks made steering a matter for concentration. But then I got the hang of it. One rode this bike in a very erect position, almost in the style of an emperor cruising in his sedan chair.

The streets of Peking are broad and tree-lined. On the main thoroughfares the motor traffic goes down the

middle and bicycles have their exclusive bikeways down the side.

Don't get me wrong. There is plenty of motor traffic, unending trucks and buses, but no privately owned cars. "So many people in China," said Mr Sung, "if they owned their cars it would be very terrible."

We went straight to Tain'anmen Square, the biggest square in the world.

Even a million people can assemble there with space to spare. As we pedalled we noticed how the Chinese adore to be photographed. Photographers set themselves before one the famous buildings or monuments, and there's a long queue of customers.

The patrons stand rigidly erect before the statue to China's heroes, shoulders back, not a peep of a smile. "Click". That one will go in the album.

On the right is The Forbidden City. Forbidden because this was the palace of the Ming Emperors, built between 1406 and 1420, and only the right people were allowed inside.

It has 9999 rooms, a supremely lucky happiness figure.

Over the entrance through which, one time, only the emperor was allowed to pass, is a huge picture of Chairman Mao, and that is the only picture of Mao we have seen.

Yet, he is not forgotten, the competition to get photographed here is keen. Stand a little to the right and get Mao over your left shoulder.

The peak hour rush starts around 4 p.m. and there are so many bicycles you would swear it was the Mongol invasion. You are jammed in shoulder to shoulder and immense dexterity and nerve is required. What's more there are tricycles, bikes with sidecars; some have little glassed sidecars for their children.

Somehow we get back to the bike shop with our bikes. They seem relieved to see us.

And no wonder, these generous people had lent us their own personal bicycles.

## Headlights for bikes!

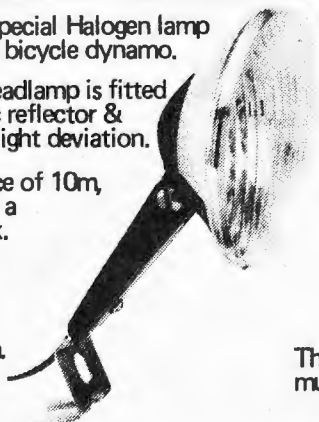
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# PEDLAR



# BUYING A BIKE

## *Freewheeling Helps You Avoid the Pitfalls*

**How to buy a bike? Newcomers often feel bewildered and powerless when choosing a new cycle. Freewheeling publisher, Warren Salomon takes the mystique out of the buying act and gives some sound advice on how to get the most from your important purchase decision.**

If you are buying a new shirt, pair of jeans or a dress the first thing you would do once you have selected the garment is try it on for size.

So it should be with a bicycle. Find the bicycle which fits and you will then be able to get the most from your cycling.



When buying a bicycle for your child or a friend it is always important to try them on it for correct sizing. A well-stocked specialist dealer should always be capable of facilitating this.

Many of the common back and leg aches which plague cyclists are often the result of a poorly sized and badly set up bike.

Of course the best place to look for a bicycle is your local bike shop. A specialist bicycle dealer is the only place to buy a bicycle because they are the only type of store who have the know-how and servicing facilities to provide the necessary mechanical back up for your machine.

Like an automobile a bicycle is not a toy. Try buying a Porsche in a super market! Perhaps it's because you can buy a bicycle in these places that thousands of people get the wrong idea about purchasing a bike.

As most machines are imported in a disassembled form, an experienced mechanic is needed to put the bicycle back together prior to sale. In a busy department store where staff is often only found behind cash registers this mechanical ability is often absent. Their bicycles are usually assembled in small factories in much the same way as any bicycle is put together but final checking and quality control is non-existent compared to that experienced when buying a bicycle from a specialist dealer.

The specialist bike shop is a professional whose livelihood depends upon good technical ability and service back up. The reason you can't buy the \$130 special from the specialist is that they are not selling a bicycle as a toy or a piece of consumer merchandise. They are selling you a piece of machinery which with careful attention could well serve you the rest of your life.

Before you get down to the choosing of the actual bicycle and fitting it for size you have to sort out in your own mind what *kind* of bicycle you need. Most importantly you have to ask yourself what will you use your bike for. Will you be mainly using it for short trips around your locality, or will you be needing it for day or weekend journeys into the countryside? Will you need your bike to jump large rocks on out-of-the-way trails? Or will you need a bike which can be shared around your family for short

pleasant jaunts in a local recreation park?

Your specialist dealer will be able to guide you in the selection of bicycle for your needs but first it is important to know yourself the use you intend for your new bike.

It is important to realise that some types of bicycle will fulfill a number of functions. For example a touring bike will easily double as a general all purpose bike suitable for week day commuter use. A light weight sports type machine will also be useful as a zippy bike to ride to work on but would not function as a long distance touring bike.

The chart give an indication on the different uses each type of bicycle is able to fulfill. As there is often some misguided use of these categories I have provided a brief definition of each type. Newcomers unfamiliar with equipment terminology should use the bicycle parts diagram as a guide.

### Touring Bikes

Often the most misused term in the market place today. Only two major manufacturers (Apollo, Malvern Star) have bicycles which could be classed as touring machines. Bicycle dealers specialising in touring will often be able to supply their own custom branded touring machines. Up until recently this was the only way of purchasing a true blue tourer.

There are two types of touring bike. The long-distance and the lightweight. Though both types will usually need to have lightweight components the lightweight tourer usually gets its name from the style of touring done on it. As little gear is carried the gearing on this type of bike is often much higher than the long distance type. Some definitions:

#### Lightweight Tourer

This bike will usually come fitted with a rear alloy pannier rack, 27 x 1 1/4 or 1 1/8 tyres with raised centre-tread, comfortable saddle with some padding, gearing with a high of about 100 and a low of around 30-40, mostly alloy components including quick release wheels.

#### Long Distance Tourer

This bike like the lightweight will often have many of its components made from aluminium alloy material. Its main features are: Wide range gearing, usually with a triple front chain wheel set; Extra comfortable saddle, wide leather type or padded anatomic; alloy or steel pannier racks often front rack as well; Mudguards and lighting system; often cantilever type brakes to provide larger clearances for mudguards; bar-end or top mount gear lever controls; heavy tread 27 x 1 1/4 or 26 x 1 3/8 touring tyres; Gearing on this type of bike is usually wide-range with a high between 85-100 and a

low between 25-35 depending on the strength of the rider and the amount of gear carried (eg. cyclo-camping usually requires a much lower gearing than hotel cycling).

### Lightweight Sports

This type of bicycle is usually a more expensive version of the 10-speed adult sports bike. It is usually the kind of bicycle used by the more athletic type of cyclist. Usually it is a slightly cheaper version of top of the range racing bikes. It is not meant to carry luggage and quite often will not have provision on the frame for rack fitting. Any personal belongings will need to be carried in a small backpack.

The lightweight's main features are: narrow range gearing either 10 or 12-speed with a close ratio rear gear cluster (13-18); often high gears in 100-110 range and low gears (55-65); narrow high pressure tyres (1" or 1 1/8 or 700c); down-tube gear levers; high quality side-pull brakes; narrow and hard saddle; lightweight alloy components including quick-release wheels.

### 10 or 12-speed Adult Sports Bicycle

This is the most common bicycle on the Australian market at present. Quality of some machines varies considerably. Usually the areas most

## Pour les Cyclotourists Flashlight tent by Sierra Designs

Flashlight is a roomy, sturdy, ultralight tent. Ideal shelter for the touring cyclist, it will protect you from the worst of weather. Flashlight offers comfortable accommodation for two people or absolute luxury for one.

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found lacking are in the wheels, brakes, pedals and chainwheel set. Often good quality Japanese steel derailleur are used on the bargain priced cheapies. This is not usually a problem area on a bike and it is often on the more higher priced componentry that the real quality cost cutting is done. This has the effect of presenting a 'cheap and nasty' as a quality machine simply because good quality gear changers are used.

Rather than say what type equipment makes up this common type of bicycle I have provided a check list of things to look for in assessing the quality of the machines you are purchasing.

- **Frame.** Check the tube joints for gaps where poor welding may eventually result in a breakage. Check for rust spots and flaking paint as a sign of bad surface preparation.

- **Seat.** Your bottom knows. Don't forget to sit on the bike and take it for a short ride to check for comfort. A specialist dealer will always change a saddle for you if the bike chosen doesn't have a comfortable type fitted.

- **Chainwheel set.** The cotterless type is best and alloy crank arms are common to this type. Steel cotted or the one piece steel crank arm sets are often a sign of a cheapie though some types of cotted crank sets are of reasonable quality. Grip each crank arm near where it joins the axle and

wobble it up and down to see if there is any movement or rattle denoting poor axle adjustment.

- **Pedals.** Grip the pedal with both hands and wobble from side to side. A loose or rattly pedal will often mean that its life span will be very short. Riveted or pressed together pedals are generally non-repairable.

- **Brakes.** Steel caliper brakes are generally the poorest quality and the hardest to adjust. Avoid steel caliper brakes like the plague. Squeeze the brake levers. Good levers should feel smooth to operate. The poor ones tend to creak and groan.

- **Wheels.** Spin each wheel checking the rims for 'true' or straightness of the brake pads. If the rim wobbles from side to side or up and down in relation to the brake arms, insist that the store true the wheels before you take delivery of the bike. Dealers who give a free service at the end of the warranty period know that wheel spokes often stretch when new. Part of the reason for that service is to properly adjust the spokes to ensure long and trouble free use.

### All terrain bikes

This new type of bicycle is often referred to as a Mountain, Bush or Fat-Tyred Bike. It usually comes fitted with 26 x 1.75 or 26 x 2.125 fat tyres and straight handlebars. This type of bike because of its fat tyres will always have cantilever type brakes fit-

ted. These special brakes are mounted directly onto the frame and can exert good pressure to the rims. Caliper brakes are practically useless for this type of bike as the length of caliper needed is too long to be able to apply adequate operating leverage to the rim.

All terrain bikes have flat type handlebars and motorbike type brake levers. Their frames are usually constructed from oversize tubing.

Usually this type of bike will have alloy rims and heavy duty hubs. As these parts are often more costly than standard (and steel) components it is one area where price cutting on the cheaper bikes takes place.

Equipment on the all-terrain bicycle must be as the Californians put it: 'bullet proof'. Buying a cheap bicycle in this category from a non-specialist dealer gives the buyer very little back-up protection if things do go wrong.

### Family and Children's Bikes

Once again the bicycle is a machine not a toy. The selling of bicycles in boxes and in kit form is illegal even if you stand to save money. The myth is that you do save money. This is wrong because when you need to get repairs done to these bikes you quite often find that parts are not available, in fact most of the componentry is of the non-replacable type.

Even the back-pedal hub brake needs specialised care and attention

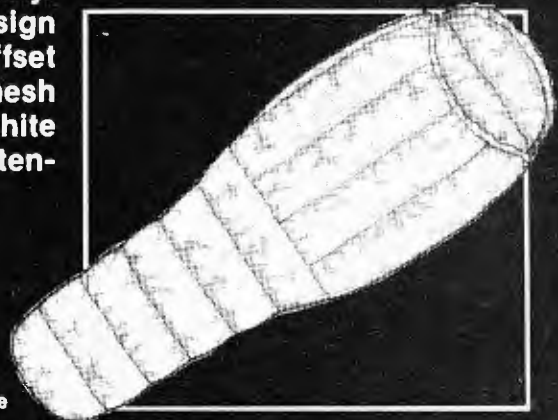
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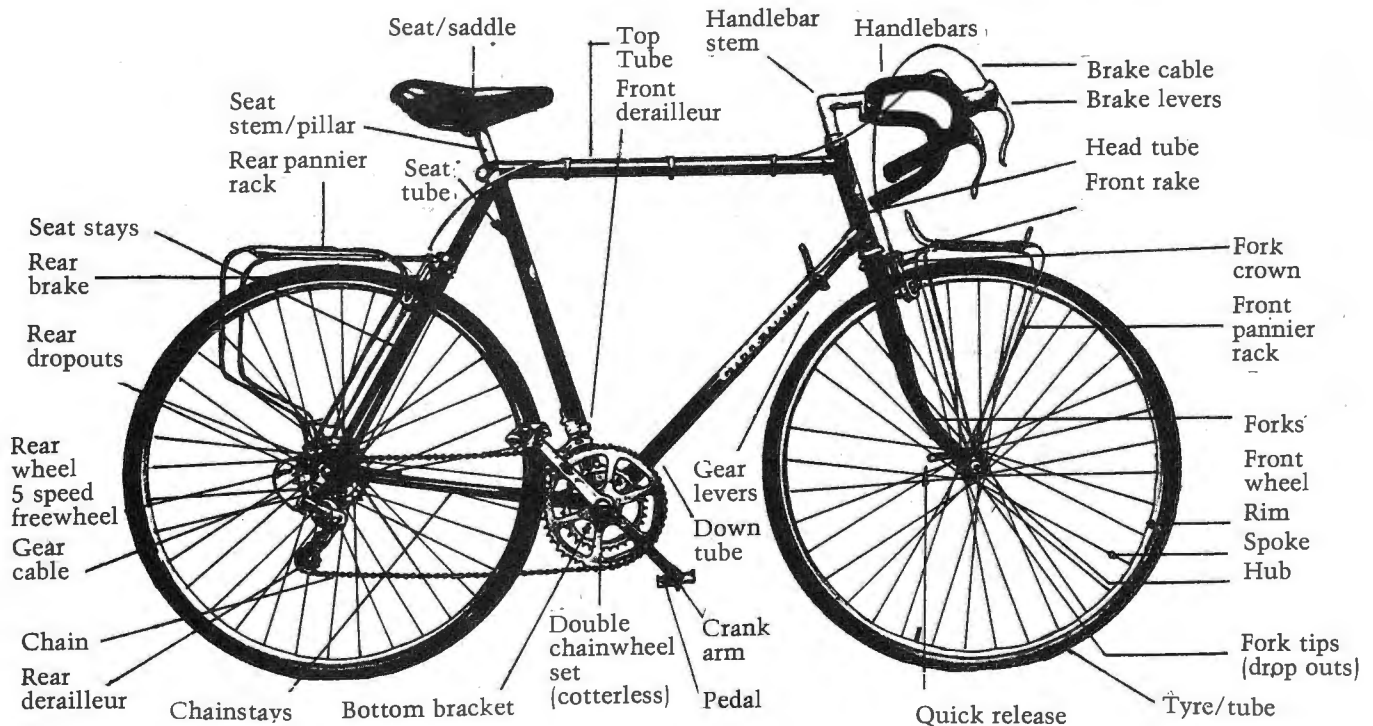
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## PARTS OF A 10 SPEED BICYCLE



when it becomes worn. All moving parts wear out and need replacement eventually. Good quality components need less maintenance and last longer than their cheaper counterparts. A cheap bike bought at Christmas which falls apart in January will cost its owner far more in the long run than a better quality dealer brand bike properly serviced and backed by a specialist store.

As with the 10-speed adult sports bike check the following items for poor adjustment and faulty assembly: Cranks and pedals; back-pedals (coaster) brake rear wheel; lift the bike and wobble the wheel from side to side. Excessive rattle will denote poor adjustment; check brakes as for 10 speed.

### The right bike for you

Once you have decided on the type of bike you require you are then able to begin hunting for the exact model which will fit the bill.

Ignore the marketing terms used and follow instead the guide listed above. Once you have found your bike it then remains to select the correct size machine and have it set up to fit you exactly.

### Frame size

The specialist dealer will guide you here but remember the only way to fit a pair of jeans for example is to try them on for size.

The easiest way to find the correct frame size is to stand over the top tube (if it is a diamond frame bike) and check the clearance between you

and the tube. There should be between 5 and 25 mm ( $\frac{1}{4}$ " — 1") clearance. A larger clearance is usual on larger frames. Quite often there is little difference in top tube height between 19" and 21" frames. Mixte frames are usually made only in one or two sizes and you will need to check with the dealer on this.

One other frame measurement which is important is the length of the frame. Often this is non-adjustable within the frame as some frame builders build their frames a different length to others. One way of overcoming this is to use a shorter or longer head stem. One way of determining the correct frame length for you is to put your elbow against the front of the saddle and with your arm stretching forward your fingers should touch the handle bars. The seat should be adjusted at the correct height before performing this test. If the head stem has to be changed you may find that some dealers will be reluctant to do this because of the extra work it entails. On custom built bikes you should sort this one out before your bike is built.

Once the correct frame size is found you should then have the saddle adjusted to its correct height. To do this sit on the seat and with the ball of your feet on the pedals your leg should be just out-stretched when the pedal is at its lowest point. Your leg shouldn't feel uncomfortably stretched nor should there be excessive loose movement. There should only be a slight bend at the knee.

Your handlebars should then be adjusted up or down to match the height of the seat.

It is important to do this adjustment in your cycling shoes so that you can get an accurate measurement.

### Guarantee

Once you have found the bicycle which suits your use and fits your body there then remains the provision of after-sales service. If you are a mechanical wiz with a workshop full of specialist tools then you will have few problems. Most people will need to rely on the correct technical back up from their dealer. The best rule of thumb is if the store where you intend to buy your bike doesn't offer servicing facilities don't buy there. Find a store that can give you the after sales services you require.

Most reputable dealers will give a free service at the end of the warranty period. The reason for this is as for any mechanical vehicle, the machine needs to be 'run-in' and correctly tuned at the end of an initial period. Cables, spokes and bearings all need re-adjustment after running in. A service at this point in your bike's life will ensure you get better and longer use between major overhauls.

With stores which do not offer services and mechanical repair facilities your only come back on faulty assembly or manufacture is a money back guarantee. Make sure that this or some kind of guarantee applies on all bikes no matter where it is bought from.

If you have problems with the bike and the store refuses to satisfy you, then you should contact the Consumer Affairs Department in your state.

*Bicycles built with strength and precision  
Now in Australia*

# CENTURION



## *Accordo*

### **12-Speed Specifications:**

**Frame:** Tange Champion No.5 chromoly

**Brakes:** Dia-compe alloy side pull

**Derailleurs:** SunTour AR front and rear

**Chainwheel:** Sugino DNFG 1

**Pedals:** MKS No.11 alloy

**Hubs:** Suzue

**Rims:** Araya alloy Mod. 16A.  
27" x 1 1/4

Manufactured by H. Tano & Co. Ltd., Kobe, Japan

Distributed in Australia by: **NSW & QLD**, Greg May Imports, 4 Burra Close, Mt Colah NSW (02) 477 4565

**VIC & SA**, Sid Patterson Cycles, 171 East Boundary Road, East Bentleigh (03) 579 4115

Trade enquiries welcomed





by Gaye Sprenglewski

The pain was knife-like, occurring at regular intervals near my left heel. The only respite was during freewheeling, and short of rigging a huge spinnaker to the handlebars, freewheeling would not carry me to Melbourne.

We were four days and a hundred years from the trip's origin in the Barossa Valley. Averaging 100 kilometres a day we had drifted thus far, through Murray Bridge to Tailem Bend, along the Coorong to Kingston, then Robe and Beachport. Already I had a notebook of anecdotes . . . like the caravan park whose only soft tent-site in all that drought-baked area doubled as a lavatory for fourteen resident cats; the ferry driver who propelled his empty barge across the Murray specifically for us and our bicycles; dodging the liberal serves of cowpat on the road to Jervois; talking to may people who thought we were admirable to crazy, or both.

The weather had been as kind as the people we met, and the gentle tail winds had added to the illusion of ease and our exhilaration; and now, four days out, we seemed to have struck a figurative iceberg.

Obsession with my heel did not entirely occupy me, however. Occasionally I could ponder on the pain of my backside. After the first hour of every day its presence was made known, more and more insistently. By midday pain would begin to radiate down the back of each thigh in an attempt, I suppose, to lovingly embrace its kin near my left ankle.

Sometimes elevating my fundament by means of straight elbows and an arched back provided temporary relief and at the same time an unusual vision to passing motorists; but it was hardly the long-term answer.

Meanwhile, knee-trouble threatened the pale smile on my spouse's face. "It's like a stabbing pain right here," he said, indicating his right patella, "I can't really explain it."

"Don't bother," I gasped.

United in suffering, we limped into pretty Millicent, in South Australia's fertile south-east. In the bustling main street we excised the saddles from our backsides and set about responding to Maslow's Basic Needs: food and comfort. Ted disappeared into a bakery and I into a pharmacy.

"Sounds like you may have torn the protective sheath over your Achilles tendon," stated the chemist, "You could try some Finalgon Cream. But I'm warning you, it burns!"

Clutching the Finalgon as though it were the key to the Government Mint, I rejoined Ted who was laden with several fragrant white paper bags, and we adjourned to the local park. There, watched by many expectant seagulls, I tentatively spread a small blob of the cream onto my heel. It felt cool and soothing. "Doesn't burn at all! I announced to Ted who was cramming a salad roll into his mouth. When he finished his light lunch of two salad rolls, a cream bun, two apples and a pint of chocolate milk, he massaged the Wonder Cure into his kneecap. "You're right, it doesn't burn. Let's hope it works."

It did. We pedalled out of Millicent at high noon with only a fraction of the pain we'd previously experienced. The miles slipped by: we admired the cool dark pine forests and the green paddocks which had escaped the drought's questing fingers. My ankle suddenly began to hurt again, but not as before with a knife-like pain. Now the sensation was as though it were being immersed in a vat of boiling oil.

Ted let out a yell. "God, my knee!"

Don't tell me. It's burning, right?"

"Is it ever! How's your hee —" But he never finished the enquiry. My face was an open newspaper.

The ute pulled onto the dirt shoulder ahead of us in a spray of gravel. We gazed at it a little apprehensively, thoughts of muggings uppermost.

Two days had passed since the first application of Finalgon Cream. Although our respective heel and knee had responded reasonably well, there was no way I could bring myself to apply the miracle substance to my other source of discomfort, so on this stretch, forty kilometres from Portland, we were alternating riding with walking.

The ute found us during a walking phase. We stared tensely as the driver's door opened and the querulous rubber-tipped end of a walking-stick emerged. This was followed by a bent-up figure in flannel shirt, with white hair visible beneath the brim of an antique hat. A healthy pair of braces helped his pants defy gravity: the waistband was hoisted halfway to his pectorals while the trouser cuffs flapped about his emaciated shins. "Want a lift?" he asked.

We hesitated for three-fiftieths of a second. "Yes please."

He waved his walking-stick at the back of the ute. "Can you lift you bikes up there?" he quavered.

"Yes, thank you." We pushed and pulled our laden steeds on board and then clambered into the front with our frail benefactor.

A car seat. The first time we'd sat on one for days. I restrained myself from lingering over the dashboard with awe.

The old man wasn't overly garrulous. He seemed unsurprised by our two-wheeled venture, and when he did speak it was to do with crops, and the weather. But in point of fact I was too dumbfounded to converse anyway, because this fragile geriatric was scaring me witless with an exhibition of driving that would cream Peter Brock.

"Good soil down these parts," he said, taking a bend on two wheels. "Not affected at all by the salt air. Excellent for horses." In the back, our bikes were bouncing around like popcorn: I wondered if our wheels would be the first ever to suffer broken spokes while stationary.

"Got a couple o' good little mares. Don't hand-feed 'em a tall. They do all right for themselves on grass.



The Great Ocean Road south of Lorne, scene of our travellers tales. Photo Ray Peace.

Pasture's good, this neck of the woods." He straddled the centreline at eighty. Ahead, a car approached. We missed it by about two millimetres, and I caught a split-second glimpse of the driver's expression of unadulterated terror. "Silly bugger!" exploded our chauffeur. "Does he want the whole darned road?"

The turn-off to the old man's property was ten kilometres short of Portland. He pulled up in a bow-wave of gravel. "Thank you very much," we said as he watched us unload our bikes. "No trouble a tall." He hitched his waistband a little higher, waved his walking-stick at us and climbed back into the cabin. In an instant he was a puff of dust on the dirt side road. We looked at each other and wordlessly mounted our bikes.

"Hold it right there. Yes, that's just dicky, loves!"

We were perched precariously on the brink of a 70 metre cliff, trying to look casual while, far below, the southern ocean curled and pounded and, finally, lovingly smoothed the sands of the Bay of Martyrs. Nearby, a camera set up on three legs was being manned by a tall laconic photographer. Between him and us was a lively character in a flamboyant neckerchief who maintained non-stop chatter. "That's it. Now could you just turn the bike a wee bit this way . . . lovely . . . now, I want you to simply answer a few questions. I'll just hide the mike here, on your pannier . . . Good! Now —"

"I'm very sorry," I interrupted, "but I'm afraid I need a tissue." My nose was running like a tap, situation

normal after exercise." I've got some in my pannier up here . . ." and I pointed to my recumbent bicycle, left up in the carpark, as only one bike was required for this celluloid extravaganza.

A petulant look fluttered across the director's face, as though anyone's baser physiological drives should dare smirch his creative purity. The sotic cameraman came to the rescue. A long arm proffering a handkerchief shot out from behind the camera.

"Thank you," I said after a moment's hesitation, and blew into it. Not surprisingly, its owner did not want it back. Filming continued undisturbed. The gaudy neckerchief leaned close. "And Ted and Gaye, you have actually CYCLED ALL the WAY from the BAROSSA VALLEY, to view this BEAUTIFUL VICTORIAN COASTLINE . . ."

"Yes."

"And is it as GOOD as you expected?"

"Yes."

"You find the Great Ocean Road fascinating?"

Oh, yes." Feeling the script could do with a shot in the arm, I added, "It's fantastic."

"Aah," said Neckerchief, turning to face the camera, "Fantastic." He rolled the word off his tongue as though it had been specially invented to describe this part of the Victorian coastline. After a few more theatrical beams and superlatives directed at the camera and a future television audience, he pronounced the filming sequence over.

We parted as we had met — casually — and the two-man film crew

disappeared in their minibus to the next piece of fantastic coastline, while we prepared to do the same on our bicycles. We laughed at the thought of being film stars in our sweat-caked clothing and unkempt hair, and mused how fortunate it was that television utilises only the senses of sight and hearing.

The publican wiped first the front, then the back of his hand over his face, in one fluid movement. "Yer mad," he said. "Ridin' pushbikes from South Australia? Rocks in yer 'eads." He paused to cough to one side, and wiped his hand swiftly over his face again. The cough, like the face-wiping, was habitual. "Mind you, we've 'ad groups of 'em at a time. We've only got four rooms, see, and once we 'ad eight to a room. Sleepin' bags, like."

Our T-bones arrived and we tucked in, ravenous. The pub was filling up and our host coasted down the bar to serve elsewhere. Near our feet, toddlers played with whatever they could find on the floor while further away, dimmed by smoke haze, drinkers clustered in rowdy groups.

One character with blond hair and stomach overflowing his straining belt was rowdier than most, holding forth about everything from footy to politics. When the subject changed to pets, he told the entire bar about being asked by the local cop to keep his dog tied up: "so I shot 'er instead. Then I said to 'im, are yer happy now?" He guffawed appreciatively at the recollection. "That made him open and shut 'is gob a few times." Some listeners nodded with distant politeness while others ignored him — perhaps they'd heard it all before.

We sat for a while longer at the bar, lingering over our drinks and the remains of the T-bones. Then the weariness of the long-distance cyclists caught up with us and we drifted away to bed. The one-time dog owner was still dominating the conversation. The publican pulled him another beer and wiped his face with his hand.

Melbourne. Police greys, reflections in wet streets, car horns, tram bells, underground lavs signposted in English and Greek.

A puncture in Collins Street, the only one in over 1,000 kilometres.

The Art Gallery, Science Museum, flower-filled parks.

The bike shops, and the amazing equipment available. The discovery that wrong saddle height had contributed to our knee and heel problems.

Chinese food, Victoria Markets, and picture theatres.

And on the last night, a busker and his dog bringing a touch of country to a busy city street: "What poetry do you like, sir? Lawson or Paterson?"

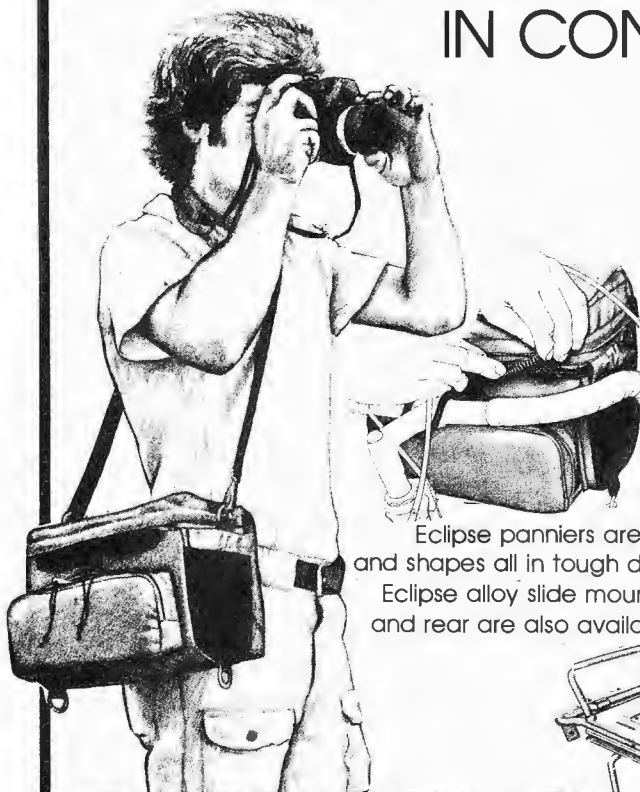
"Paterson," said Ted. The busker cocked his hat to one side and treated us to a stirring recital of Mulga Bill's Bicycle.

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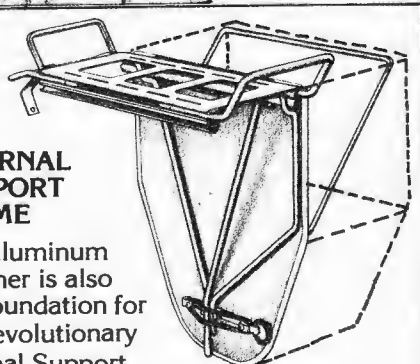
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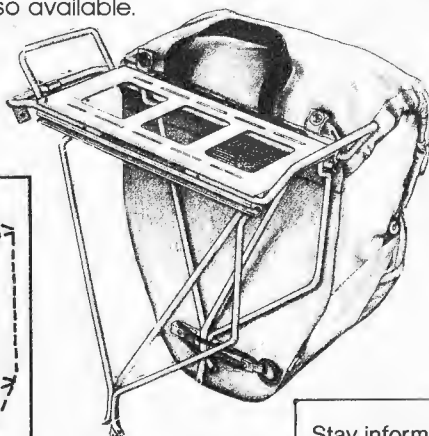
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# World Bike Ride Update

## Reunion in Sydney, Watershed in Europe

In one of Sydney's leafier outreaches an informal reunion of nine members of the World Bike Ride for Peace and Nuclear Disarmament (WOOBORA) was held in early December. Most of the people gathered hadn't seen each other since arriving back home from the Japanese leg — some nine months. Amidst laughter, anecdotes and quaffs of preservative free apple juice some up to date news of those Wooboras still in Europe emerged. Phil Somerville and a borrowed tape recorder gatecrashed especially to write this report.

As I was introduced around at this unusual class reunion the names echoed from half a dozen hastily-read back issues of *Freewheeling*: Meredith, Murray, Alex, Paul, Greta, Sean, Mark . . . here they were, flesh and blood. Some were fleshier than others having halted a regimen of bicycling 80 km a day on the world's crossroads.

Greta and Meredith were waxing nostalgic about the dawn raid on their tents by police in Townsville who were tipped off about the hundreds of kilos of drugs lining their sleeping bags. 'All they found was mould and they wanted to know if we were dealing it,' laughed Greta.

Finnbar Crennan rode with the group from Mackay to Darwin, about 2,800 km. He was then 11 years old and aging rapidly. Paul Collen, who picked up the ride in Tennant Creek and made it as far as Darwin, spoke of his side trek round his native New Zealand to promote the World Bike Ride. 'I got a group going with a similar aim back in January. It was a little splintered because it was so new to them and passing through arch-conservative areas like the south island's west coast didn't help.'

Attendants of the informal WOOBORA reunion enjoying three of cycling's sublime pleasures — eating, talking and sitting still.



The get-together was organised by Cheryl Katz, a veteran of the Sydney to Darwin section, at the behest of Murray Inglis. Murray and Chris Williams had continued from Japan onto Europe while most of the others attending this reunion had come home to consolidate thoughts and/or money. Murray arrived back in Sydney just four months ago. His tossed around enthusiastically as he talked with fresh memories of Europe.

'The peace movement is very strong there, very widespread. Early on we realised as Australians how ignorant we were of what a nuclear presence means. Over there everyone knows about the missiles — how many, where they're deployed and so on.'

The ride halted once they arrived in Budapest. The passage from central West Germany south through Czechoslovakia, Austria and Hungary took far longer than anticipated as their attention and time was absorbed all along the way.

'We thought we'd sail through these countries in a few weeks. It was a ridiculous assumption.'

With only a pocket of summer remaining everyone decided to call a

pause until the following spring when calves had thawed and the core ride could be resumed. Everyone needed to get away from the whole draining presence of the project. Conversations of Pershing Missiles had reached the point of saturation bombing. Jennie and Zohl went off to attend a women's conference in Sweden. Four others decided to see something of Finland: Murray went with Miranda Wheeler by train to Gdansk where they met up with Derryk Parker and Chris and proceeded to Finland. They passed through Denmark and found it a staunch resistor of nuclear power programs. Looking north-east across the Baltic Sea they could see one or two nuclear plants grazing by the shoreline. So much for getting away from the whole draining presence.

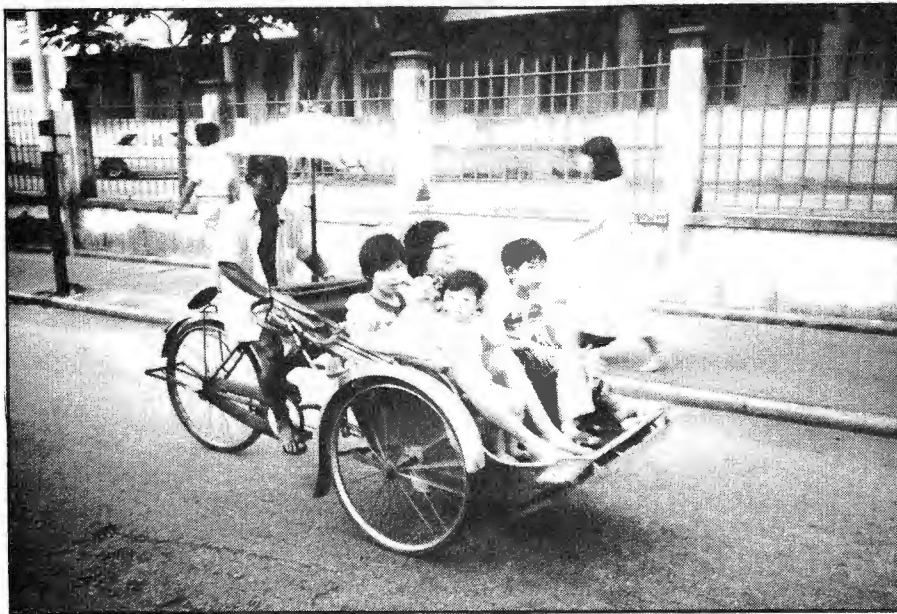
Once in Finland they split up to explore its lakes district for three weeks. Murray found it a welcome change.

'Everywhere we'd been in Europe seemed shrouded in white haze. It was like biking through a company board meeting. Here it was so clear. And the water was so clean. Rivers in Germany were so polluted with chemicals that you could smell them long before you came upon them.'

The Wooboras met up on a collective farm in Sweden, near a town called Tollarp. Here they enjoyed being stationary for a while apart from weekly sorties into town to salvage thrown out fruit and vegetables from the supermarket. Pretty soon the market manager got used to the idea and began leaving the leftovers out in the street in marked boxes. The farm provided an opportunity to talk out too often postponed differences of opinion and perceptions. For instance, the concept of the ride as an international bike ride as opposed to an *Australian* bike ride. Since leaving Darwin they'd only had sporadic success in snowballing the size of the ride by attracting any and all nationalities to koin. Perhaps people saw it as yet another centre-stage statement of Australian achievement; perhaps they adhered to a strong work ethic (as was witnessed in Japan). However, their contact with and impact on everyday people was good. So a resolution came down from the summit.

'We decided that come the northern summer we will all convene in England and continue the ride as a group, firstly around Britain then France, Spain, Italy and the Middle East. And of course there's Northern Africa and the rest of Africa.'

We learned though that planning too far ahead is a bit of an illusion,' said Murray. 'I've come back to work up the money. I'm addicted to the ride really. I suppose we all are.'



The trishaws are sturdy, servicable machines. (Above): Penang's citizens use these vehicles as a quiet, clean and speedy means of intra-city transport. Here a veteran cabbie whisks a near entire family home. (Below): One of the many hot food vendor trishaws, possibly the originators of 'food to go'.



# The Trishaws of Penang

by Christopher Williams

Plying around the now noisy, fast streets of Penang are still over 2,000

32 Freewheeling

pedal trishaws — those old 3 wheeled 2 passenger, in-the-front-cruisers, those wonderful, slow symbols of S.E. Asia are now sadly a dying symbol — perhaps.

It's not an easy or profitable job. In 1978 the Government of Malaysia decided to study the Trashawmen (there are no Trishawwomen) of Penang fearing that shortly they would be abolished. A few facts are interesting:-

A Trishawman works an average of 27 days per month for an average of A\$90, of which \$15 is deducted for rental fee. (Some older men own their own.) Less than A\$20 per week is not much money by any standard. No wonder the Government is worried about their future — so are the Trishawmen!

But do the majority of residents and tourists want them abolished? No, because they are cheap and relaxing form of inner-city transport. So what is the problem then?

"Progress". Modernisation. Money. 56% of the population are Chinese, and most of them are wealthy (by Malaysian standards) — Hotel owners, shop owners, small businessmen, travel agents, — hence they usually own their own cars. On the narrow streets of Georgetown, the city, often the slow bulky trishaws block the cars, and you know what that does to the great "God Car". It makes its servant, the driver, impatient. I saw a few accidents involving cars and trishaws, and on two occasions, the trishaw was a "write off". Will Penang become just like Bangkok, Singapore and Kuala Lumpur? Noisy, polluted car-infested nightmares? I wonder.

The trishaws are nevertheless, solid, heavy beasts — made to last. They usually have only one low gear and a push-pedal brake. One almost crashed into me on a corner, missed, but hit a rented bicycle of a Swedish painter. I was yarning too, ending up with one wheel and half a Chinese woman passenger dangling in the deep side drain. It took the two of us to lift the machine out, meanwhile copping a torrent of abuse — in Malay (or Indian). No damage done, though.

Some other useful facts: 49% of Trishawmen are considered poor. Not surprising as most have 5 or 6 children dependents to support.

Only 27% belong to the "Association of Trishaawmen" like a union. Hence it is weak and unable to work effectively for better conditions. Less than 50% of trishawmen are satisfied with their profession. So, with facts such as these, it is not surprising when the Government comes out in support of the noisy 2 stroke motorised form to replace the pedalled variety. That would mean certain death to the old trishaws which is sad when Asian countries must give up their slow, old ways because they view them as not 'modern' enough. My advice: See Penang soon before it is too late!



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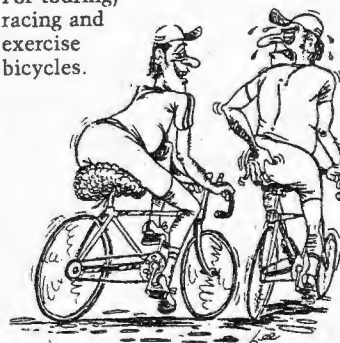
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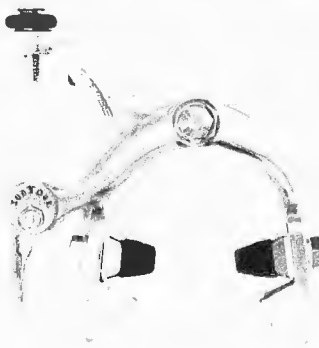
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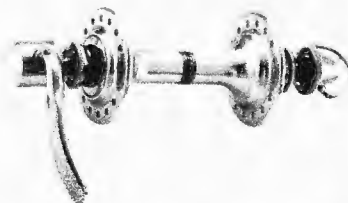
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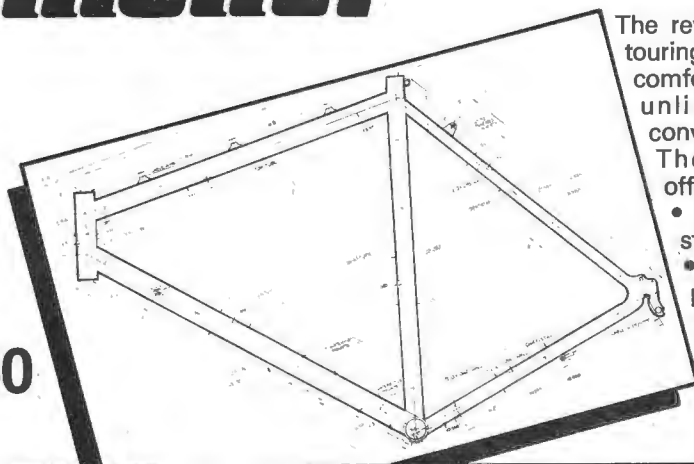
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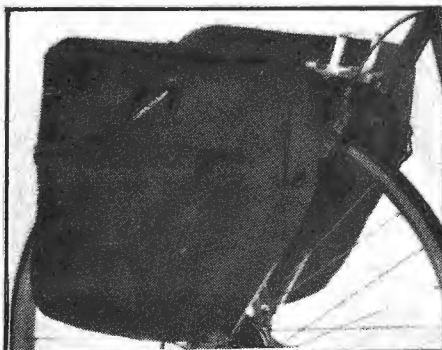


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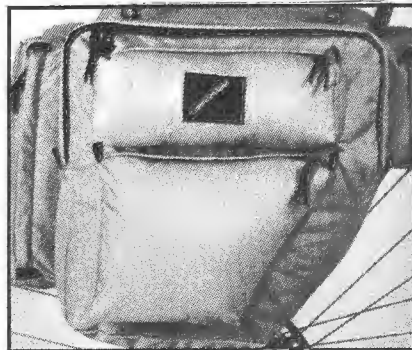


### Whistles Rear Panniers

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- Web carrying handle
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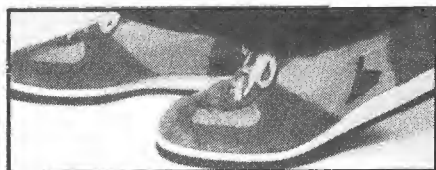
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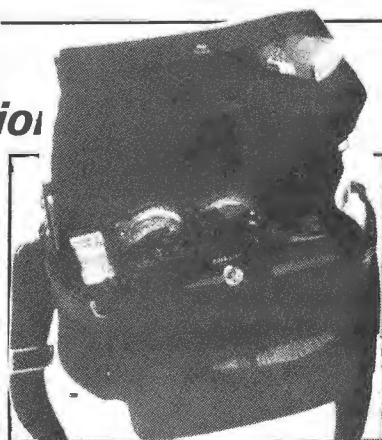
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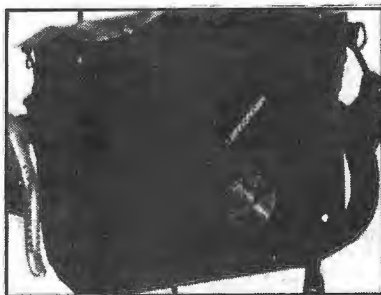
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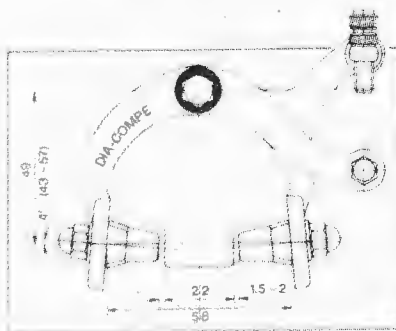
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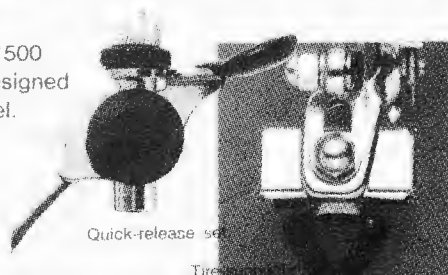
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## Mitchell Lightweight

### An Unusual Blend

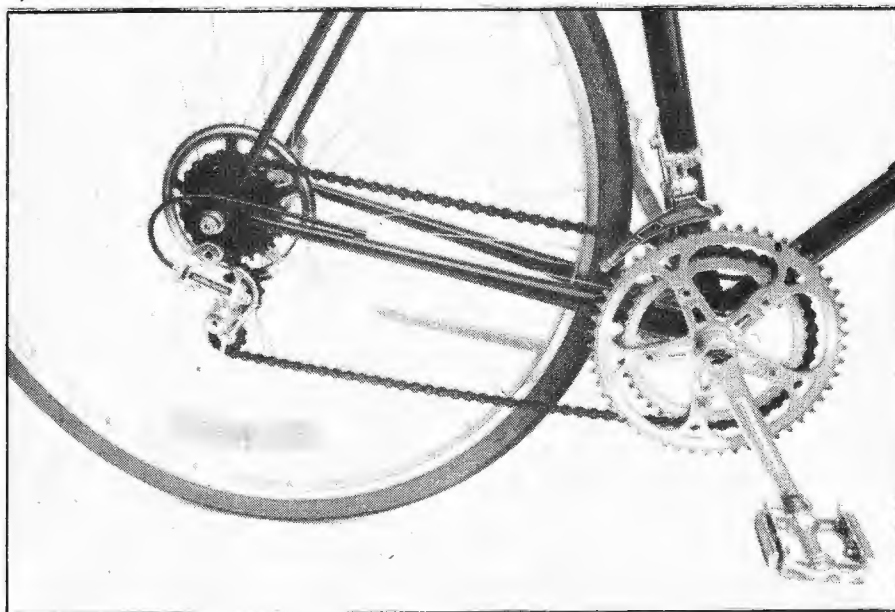
In the last year there has been a considerable amount of interest in the lightweight bicycle field. Many of the major makers have put machines into their catalogues where before there were none.

The class is becoming very competitive with often price and compo-

nent selection being all there is to tell one model from another.

One machine different from the rest is the Mitchell Lightweight. It is different because it has an unusual blend of the very best alloy equipment with the very ordinary.

The impeccable transmission of the Mitchell displaying its 12-speed gearing, controlled by SunTour Cyclone derailleurs.



It's good equipment makes up a smooth working gear transmission. The Cyclone derailleurs are top class equipment from the Japanese Sun-Tour company. These gear changers have been over run by newer models but they still work better than most. The PDLM ratchet down-tube levers though not in the same price bracket as the derailleurs, operate efficiently.

Usually one would expect a maker to match the quality of one range of components with another. The Ambrosio alloy rims are one of the cheaper types of rim available and the same could be said of the quick release hubs. This is not to detract from the good all round performance of the bike. Most parts with the exception of the gears would fit in to the same price/quality bracket. The Cyclone equipment is more of a bonus.

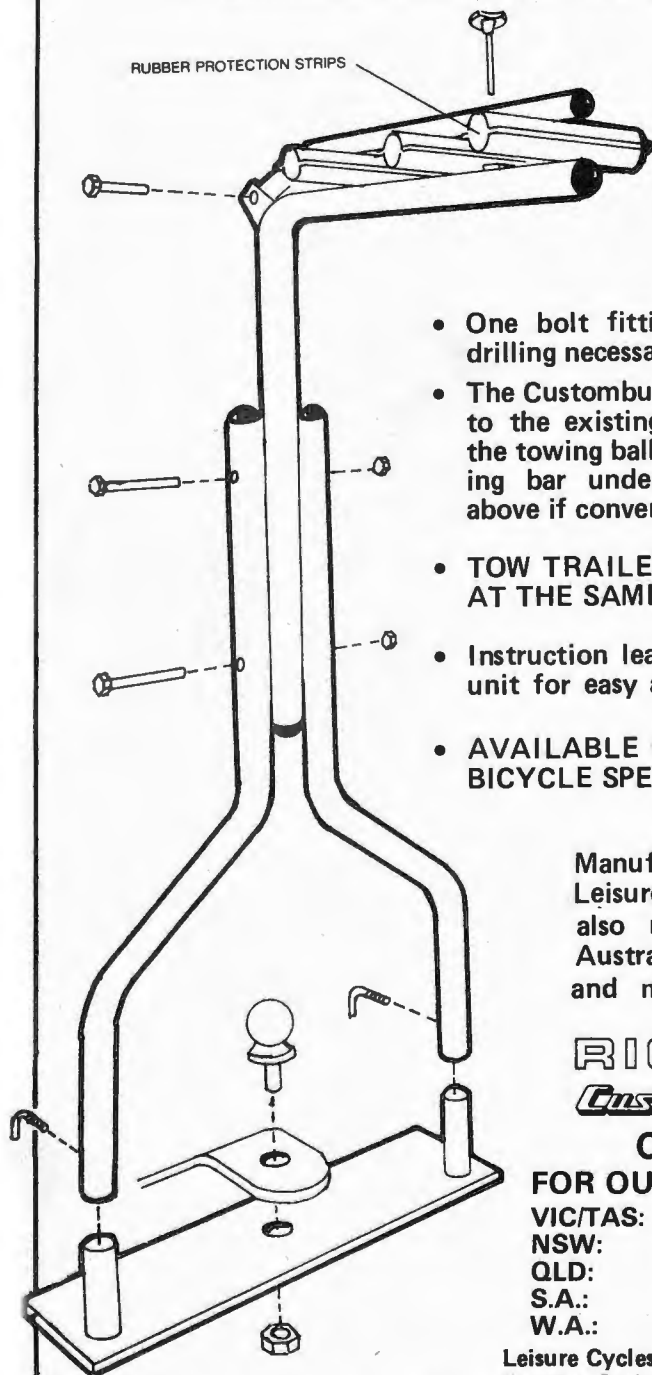
On the road the long frame and hard saddle indicated that this was a bike for a tall fast rider. Manufacturers use different frame configurations and the Mitchell's top tube is longer than standard for the frame size tested.

The KKT pedals are acceptable but the lack of toe-clips and straps is not. This kind of single pedal is very uncomfortable to ride without toe clips as the underside of the pedal cage is not shaped for a shoe.

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Gear range was acceptable for unloaded use but too high if light weight touring is intended.

One further curious gear selection is the Pirelli Balloon tyres. These 27 x 1 1/4 tyres give a comfy ride but look out of place on a fast lightweight machine. Perhaps they have been fitted to compensate for the hard racing saddle.

#### Mitchell Lightweight

Suggested Retail Price \$418.50

Sizes (cm) 55S, 59, 64

Size Tested 59

**Frame:** Reynolds 501 Ch-mo tubing. Brake cable stops (split outer) and gear cable guides brazed on. One set of bidon mounts. Box welded fork crown. Tange MA60 type headset. Allen key seat bolt.

Head tube angle 72°

Seat tube angle 72°

Bottom bracket height 275mm

Fork rake 50mm

Wheel base 1025mm

Chain stay 430mm

#### Transmission

Chainwheel Set: Sugino Maxy alloy cotterless 170mm cranks

Chain: DID Lanner

Derailleurs: SunTour Cyclone front and rear

Freewheel: SunTour Perfect

Gear Levers: SunTour PDLM ratchet down tube type

#### Wheels

Rims: Ambrosio Alloy 27 x 1 1/4

Hubs: SunTour Road VX Q/R

Spokes: 15 gauge UCP

Tyres and Tubes: Pirelli Baloon Skin wall.

High pressure tube

#### Equipment

Pedals: KKT Pro Vic II

Brakes: Dia Compe 730 x 730

Handlebars: Alloy drop type

Handlebar Stem: SR 100mm alloy

Handlebar Covering: Black cloth tape

Saddle: Ariakie Seamless

Saddle Pillar: Alloy post type

Rack(s): not fitted

Frame Mounting Eyelets: single set front and rear

#### Gearing

	52	40
14	100.3	X
16	87.8	67.5
18	78	60
20	70.2	54
23	61	47
28	X	38.6

### CYCLISTS' ACCOMMODATION DIRECTORY

The Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list.

Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

To be included on the list, please send me your name, address, and ph number, with an indication of where you live, e.g., 7 k SE Melbourne GPO.

Please enclose a stamped, self-addressed 230 x 60 mm envelope for your copy of the Directory.

The Directory is printed and distributed privately, and a \$2 donation to defray costs would be appreciated. Send to:

Marjorie and John Barrett,  
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Phone: 527 8030



# *Repco Superlite*

## *New Directions from Taiwan*

It is a sad fact of human existence that there are always objects of scorn by which some gauge and compare their own limited offerings.

The "great putdown" used to be reserved for Japan. In the 1950's "made in Japan" was synonymous with cheap trash. Nowadays with its whizz-bang computerised high-tech image, Japan has overcome its past and has reached the top of the pile.

In the bike world the chief object of scorn among manufacturing nations over the last ten years has been Taiwan. The Repco Superlite is evidence that now Taiwan (like the Japanese before them) is upgrading its image.

The way it is being done is interesting. A close examination of the

Superlite reveals that most of its componentry is Japanese albeit very good Japanese equipment.

From its Japanese chrome moly (the frame is built in Taiwan) frame tubing to its SunTour ARX derailleurs this bicycle has the look and performance of a well made Japanese bicycle.

When the overall price is taken into consideration it is easy to see why the Japanese manufacturers are worried about Taiwan's image change.

It is only when the bicycle is examined closely that its minor flaws become apparent. The paintwork trim lacks the finish of its Japanese competitors and both pedals (one of the few Taiwanese components fitted) lost their dust caps within the first week of testing.

The absence of toe clips and rubber brake lever hoods is unfortunate, as without these items of equipment the machine was not easy or comfortable to ride. (The pedals were single sided alloy type which worked well except that they normally hung upside down and were uncomfortable to ride in that position.)

On the road the bicycle handled well and its 1 1/8 tyres and narrow Araya rims gave a fleet-footed performance. The SunTour derailleurs shifted well though the gearing range was suited more for lightweight use rather than for touring.

In all the Superlite represents excellent value for money in a fast bicycle suitable for city or sports use but don't forget to get your dealer to fit toe clips.

### **Repco Superlite**

**Suggested Retail Price \$299**

**Size (cm) 53, 58, 64**

**Size Tested 58**

**Frame:** Japanese Chrome moly tubing (main triangle only). Lugged construction. Brazed on gear and brake cable guides. One set bidon mounts. Box welded fork crown. Steel headset. Sugino allen key seat pillar bolt.  
**Head tube angle** 73.5°  
**Seat tube angle** 73°  
**Bottom bracket height** 272mm  
**Fork rake** 55mm  
**wheel base** 1050mm  
**Chain stay** 445mm



#### Transmission

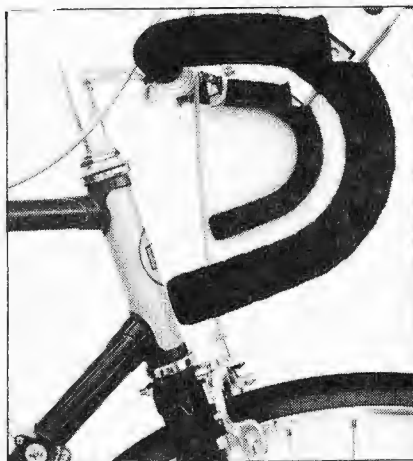
Chainwheel Set: Sugino No. 5 alloy cotterless type, steel rings. 170mm cranks  
Chain: TYC silver/black  
Derailleurs: SunTour AR front and rear  
Freewheel: SunTour Perfect  
Gear Levers: SunTour PDL M Ratchet down tube type

#### Wheels

Rims: Araya 27 x 1 1/4 narrow alloy  
Hubs: Sanshin alloy quick release  
Spokes: Hoshi 14 gauge chrome plated  
Tyres and Tubes: Cheng Shin 27 x 1 1/8 gum wall. Schrader valves

#### Equipment

Pedals: Alloy quill type  
Brakes: Dia Compe 630 x 630 side pull with teflon lined outer cables.  
Handlebars: Kuzuki alloy drop type  
Handlebar Stem: SR 80mm alloy  
Handlebar Covering: Black cloth tape  
Saddle: Viscount mens anatomic type

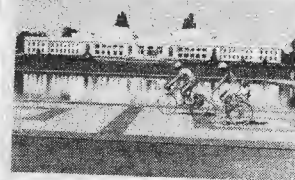


Saddle Pillar: SR alloy straight post type  
Rack(s): none fitted  
Frame Mounting Eyelets: single set front and rear

#### Gearing

	52	40
14	100.3	X
16	87.8	67.5
18	78	60
20	70.2	54
23	61	47
28	X	38.6

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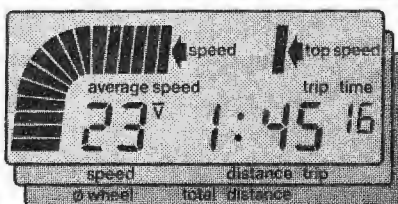
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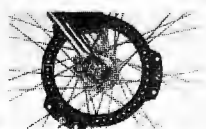
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## The Fat Tyre Fanatic

# Hillman Alpine

In a short period of a few months Australian have the choice of at least eight different models of that completely new bicycle design the all-terrain or Mountain bike.

Most are in the \$400—\$600 price range and all offer a high degree of quality in manufacture and performance.

The Hillman Alpine is at the top end of the price scale as this issue went to print, was one of the most expensive brand bicycles available in Australia. To fill this category adequately and service the top end of a new market place sector one would expect a connoisseur's machine with all of the *right* equipment. The Alpine doesn't disappoint.

Overall this bike was hard to fault. The use of sealed bearings on hubs and bottom bracket, makes use of the latest product developments and produces a smooth ride with dependable performance. The SunTour bearings

have the advantage of being replaceable once you have the specialist tools to do the job.

On-the-road and off-the-road the Alpine handled nimbly over rough terrain and broken road surface. The medium width chrome moly bull-moose handlebars were just the right size and were finished with firm rubber hand grips.

Though the equipment fitted to the Hillman Alpine was of uniform high quality one component set stood out above the rest: the Shimano Deore XT cantilver brake set.

First contact with this brake set is through the beautifully machined and finished black anodised brake levers. Cables are teflon lined and connect to the triangulated brake arms by means of an adjustable straddle cable. The extra long brake pads are made of a very efficient compound and can be adjusted to contact the rims in a precise manner. The result is firm,

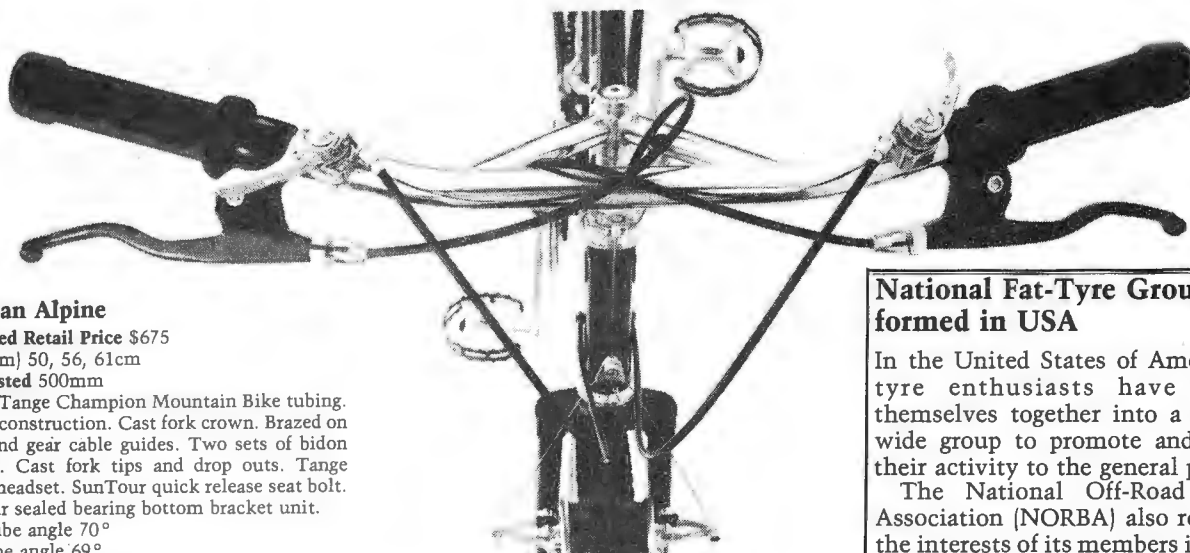
comfortable and powerful braking, the like of which will not be experienced on a skinny tyred bike.

Fitted to the Araya 1.75 alloy rims are National Panaracer 1.75 tyres with raised centre tread for road conditions. For off-road riding a knobbly pattern tread is recommended.

In previous Freewheeling road tests the area of bicycle compomentry most found to be lacking was the pedals. The Alpine uses the excellent XC-II pedals from SunTour which are within the class of other equipment fitted. These pedals have a wide oval shaped cage and have labrynth seals on the bearings to ensure long life in the rough.

The gearing fitted to the Alpine is the defacto industry standard for this kind of bike: SunTour Mountech front and rear derailleurs controlled by a pair of Tech thumb shifters mounted close to the handlebar grips.

Over rough roads the chrome moly frame with its long wheel base and raked-back geometry gave the firm positive response of a thoroughbred. This bicycle is definitely a machine for the committed enthusiast who wants the best his six hundred and seventy dollars will buy.



## Hillman Alpine

**Suggested Retail Price** \$675

**Sizes (cm)** 50, 56, 61cm

**Size Tested** 500mm

**Frame:** Tange Champion Mountain Bike tubing. Lugged construction. Cast fork crown. Brazed on brake and gear cable guides. Two sets of bidon mounts. Cast fork tips and drop outs. Tange Falcon headset. SunTour quick release seat bolt. SunTour sealed bearing bottom bracket unit.

Head tube angle 70°

Seat tube angle 69°

Bottom bracket height 292mm

Fork rake 55mm

Wheel base 1105mm

Chain stay 470mm

## Transmission

**Chainwheel Set:** Sugino GT triple alloy cotterless type 170mm cranks

**Chain:** DID Lanner

**Derailleurs:** SunTour MounTech X-long front and rear

**Freewheel:** SunTour Perfect

**Gear Levers:** SunTour Microlite thumb shifters

## Wheels

**Rims:** Araya 26 x 1.75 alloy

**Hubs:** SunTour sealed bearing low flange

**Spokes:** 14 rustless

**Tyres and Tubes:** National Panaracer 26 x 1.75 raised centre tread pattern

## Equipment

**Pedals:** SunTour XC-II

**Brakes:** Shimano Deore XT cantilever

**Handlebars:** Chrome moly bull moose type

**Handlebar Stem:** As above

**Handlebar Covering:** Firm sponge grips

**Saddle:** Selle Italia leather covered anatomic

**Saddle Pillar:** SR Laprade alloy microadjust

**Rack(s):** Not fitted

**Frame Mounting Eyelets:** Double on front and rear dropouts

## Gearing

	48	44	24
14	92.6	84.9	X
18	72	66	X
22	58.9	54	29.5
28	X	42.4	23.1
34	X	34.9	19.1

## National Fat-Tyre Group formed in USA

In the United States of America fat-tyre enthusiasts have banded themselves together into a country-wide group to promote and present their activity to the general public.

The National Off-Road Bicycle Association (NORBA) also represents the interests of its members in discussions with National Parks and wilderness groups on the issue of access to park trails.

NORBA publishes a monthly newsletter and is generally supported by industry and the fat-tyre scene.

In answer to the current urge to select a correct and lasting generic term for off-road bikes, NORBA conducted its own poll to select the terminology for 'those popular skinny tyred bikes.'

... NORBA is pleased to announce that skinny-tyred bikes will now be designated "Off-dirt bikes".

NORBA can be contacted at 2175 Holly LN. Solvang CA 93463 USA.

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# Graecross Jackaroo

## Reviewed by Nigel Jenkins

Up until now cycling for me has been many things, from traffic jamming as a city commuter to stretching out over some distance on a heavily set up touring machine — but never bashing about on tracks fit more for horses than cyclists. However with access to bicycles such as the Jackaroo this could well change, such a bicycle can be ridden on any road, most tracks and many places where roads just don't exist.

It is a well thought out and detailed bicycle featuring lightweight and high quality components, it proved to be an excellent machine for the rough road conditions it is designed for. The Jackaroo is a typical mountain bike configuration based on a lugged, large diameter tube diamond frame with wide clearances to accept it's fat lugged tyres and wide rims, large oval double sided and heavily notched pedals of gum boot proportions, ultra wide (720mm!) bars and even wider gear ratios.

The bicycle feels very solid to ride, the upright and wide position dictated by the handle bar type is secure and comfortable. For one used to a conventional lightweight it feels sluggish and unresponsive, but this bicycle

isn't designed for speed. What it excels at is lower speed manoeuvring, leaping and ploughing through all sorts of obstacles.

In the city, the Jackaroo is an absolute delight to ride, a bicycle that laughs at road drain grates, bounces over kerbs with the same ease as those enviable BMX kids and handles road closures, earth works, construction sites, drainage reserves and broken things with no problem. It also stops very quickly thanks to the long-arm cantilever brakes fitted with 55mm brake blocks. In the bush these qualities are just the thing to get you all the places you ever wanted to go on a bicycle.

The robust and comparative lightness of the Jackaroo enables one to forget the fear of damage to those precious singles or paper thin tyres on our ever so common dirt/gravel/rock roads, and makes possible a tour up and down steps and cliffs without demanding the muscles of a superhero to hoist the thing to a shoulder position.

As supplied by the manufacturer, the frame was well finished and fitted with items of compatible quality. Nice features are the many brazed-on lugs and mountings for cables, water bottle cage, cantilver brakes and

brake cable hangers. The arrangement of thumb-shift gear levers and brake controls is clean and efficient. The quick release seat stem bolt on such a bicycle is essential when saddle height can need frequent adjustment depending on riding conditions.

Less impressive was the silly little bell mounted back to front in the most inconvenient place, the tacky graphics (I mean, who wants a little cowboy on horseback with lasoo flying on the down tube, really!) and the owners manual that had nothing to do with most of the specialised features of the bicycle.

For anything other than pure competition cyclocross a number of accessories would need to be fitted. Depending on use: a pump, water bottle and carrier, carry racks, lights and mudguards could be useful. Mudguards can be a mixed blessing on a mountain bike as they do tend to get fouled up with mud in some conditions, but often better on the guard than spread down your back, in your shoes and up your legs. Given that there are very few guards available that will fit such fat tyres they should be fitted as standard items.

For city use the handlebars are a bit too wide for safe riding in traffic (150mm of handlebar could be easily removed without affecting the gear and brake lever fittings).

The Graecross Jackaroo is a superb off-road bicycle and is good value for the price with its all Japanese frame and components. With minor modifications it is also an excellent

urban cycle for those tired of dealing with the often terrible and dangerous conditions of our roads and all the miscellaneous car crap found on them.

### Graecross Jackaroo

**Suggested Retail Price \$ 510**

**Sizes (cm) 58, 53**

**Size Tested 58**

**Frame** Mangalloy double butted tubes. Cast drop-outs and fork tips. Brazed-on guides for brake and gear cables, water bottle cage and rear brake hanger. Box section welded for crown. Tange MA 60 type head set. SunTour quick release seat bolt. Colour, metallic blue.

Head tube angle 70°

Seat tube angle 70°

Bottom bracket height 300

Fork rake 55mm

Wheel base 1100mm

Chain stay 450mm

### Transmission

Chainwheel Set: Sugino GT Triple with 175mm cranks

Chain: Izumi Black

Derailleurs: SunTour Mountech front and rear

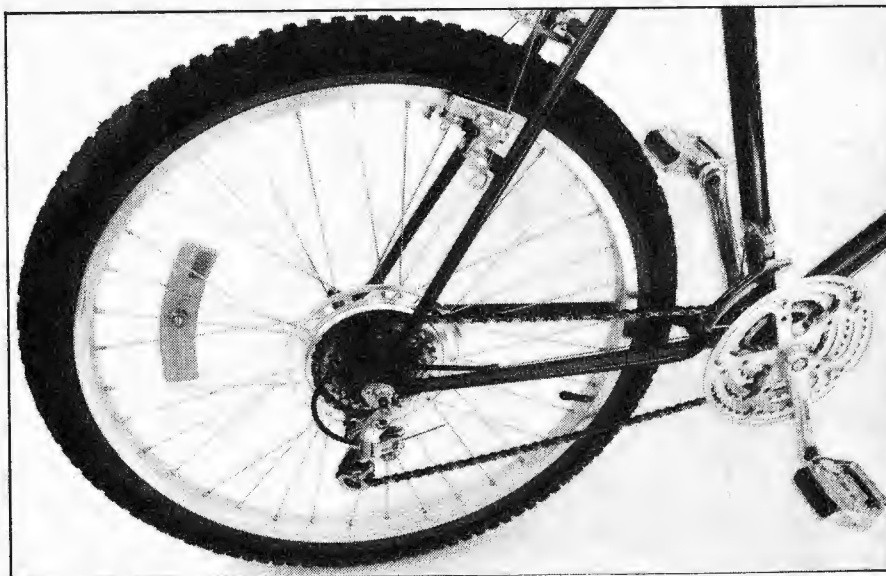
Freewheel: SunTour 5-speed

Gear Levers: SunTour Thumbshifters

### Wheels

Rims: Ukai 26 x 1.75 alloy

Hubs: Suzue 3—E alloy



Spokes: 14 gauge C.P.

Tyres and Tubes: IRC Racer 26 2.125 knobbly tread 50 p.s.i. Schrader tubes.

### Equipment

Pedals: Shimano PD MX15

Brakes: Dia Compe 980 cantilever with 280 levers

Handlebars: Chrome moly Bullmoose type

Handlebar Stem: Integrated with handlebars

Handlebar Covering: Black foam grips

Saddle: Taihei Power\*

Saddle Pillar: Sugino SP—H

Rack(s): Not supplied

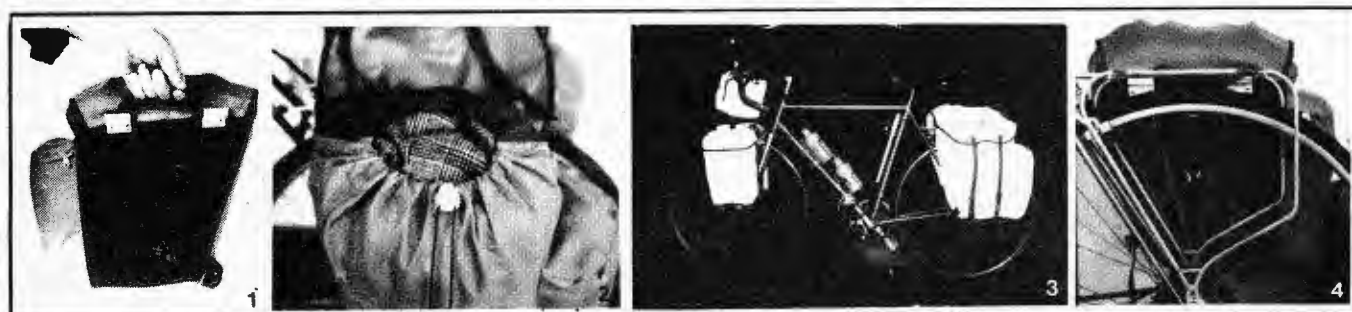
Frame Mounting Eyelets: Rack only

### Gearing

	48	40	28
14	92.6	77.1	X
17	76.2	63.5	X
20	64.8	54	37.8
24	54	45	31.5
30	X	36	25.2

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# South Australian Scene

by Michael Doube

## Grand Slam Touring

The S.A. Touring Cyclists Association is pioneering a 'Grand Slam' series of challenging touring rides in 1984. The series will consist of three century rides plus a double century, and the adventurous souls who complete all four rides will qualify for a unique Grand Slam badge.

There will be two autumn rides then a break to avoid the winter months and the series will finish in the spring. The third annual 'Southern Century' will start the cycles rolling with 100 picturesque kilometres through the famous wine growing Southern Vales area to the south of Adelaide on Sunday, April 9th. The 'Autumn Daytour' follows on May 6th. It commences from Adelaide, goes east through the Mt Lofty Ranges to Lobethal and Birdwood thence back to the city.

The 'Barossa Century' on Sunday September 16th starts and finishes at Gawler, a town 40 km north of Adelaide. This ride will wander around a

valley which is at its best at this time of the year.

The final event will be the 'Fleurieu Double Century' which swings in a wide arc south of Adelaide to Yankallilla, Victor Harbour, Goolwa and return. As it will be the first day of daylight saving there should be plenty of time for all to finish.

This is an interesting move towards the type of event that has proven popular in the U.S.A. and the eastern states of this country. It is hoped it will be so in South Australia.

## S.A. amateur and professional racing groups seek amalgamation?

The racing scene in S.A. is witnessing the on and off attempts at union between the amateur and professional bodies. It is a sensible and long overdue move but it is not turning out an easy accomplishment. For some years it has been difficult to say just what constitutes an amateur and a professional. If by 'professional' you mean a person who derives a living income from racing then there are none in S.A. and indeed few in the entire country. A pro-

fessional here receives cash for racing. An amateur used to receive only trophies but the practice of awarding cheques as prizes has crept in and on occasions (though officials would deny this) cash has been given. So with the distinction between the groups quite blurred it makes sense to amalgamate.

However, the meeting planned for December 5th last year to formalize the union has been postponed indefinitely, ostensibly to allow a constitution to be agreed upon first. Constitutions take time; who knows when the amalgamation will occur. Unkind voices have whispered that the real reason is that the power brokers in each group want to be sure that they have the numbers before they move.

As this union is for the good of cycling let's hope they are big enough to act for the sport first and self last.

## Adelaide Bikeplan

The Adelaide Bike Plan is at an interesting stage. It was released for public comment in February last year and went to State Cabinet which deferred approval until it had a clear picture of the financial implications of the proposals.

A review of expenditure by such bodies as the Road Traffic Board, Education Department, Highways Department, etc. estimated total current direct and indirect expenditure on cycling programmes as \$436,000 per annum. As the estimated total per year for the bike plan is \$577,000, it is hoped that cabinet will approve the plan as it will not involve a heavy extra spending for the State. The State Bicycle Committee is setting up achievable goals in the hope that approval and funding will come. Perhaps a little push from the local cycling lobby wouldn't go astray.



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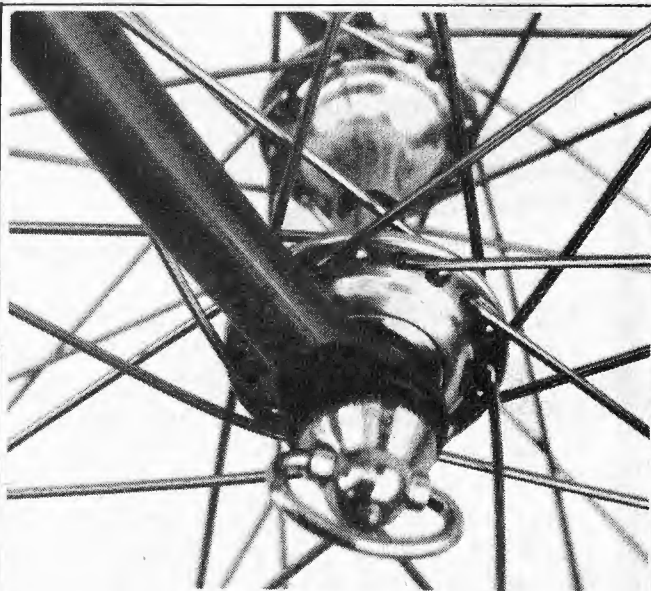
## Fat Tyre Flyers

A new Mountain Bike Club has been formed for Melbourne enthusiasts.

President: Leigh Smith  
**Forthcoming Rides**

Rides to be held on March 4 and April 29  
March 4 The Cathedrals  
April 29 Two day ride in King Lake region

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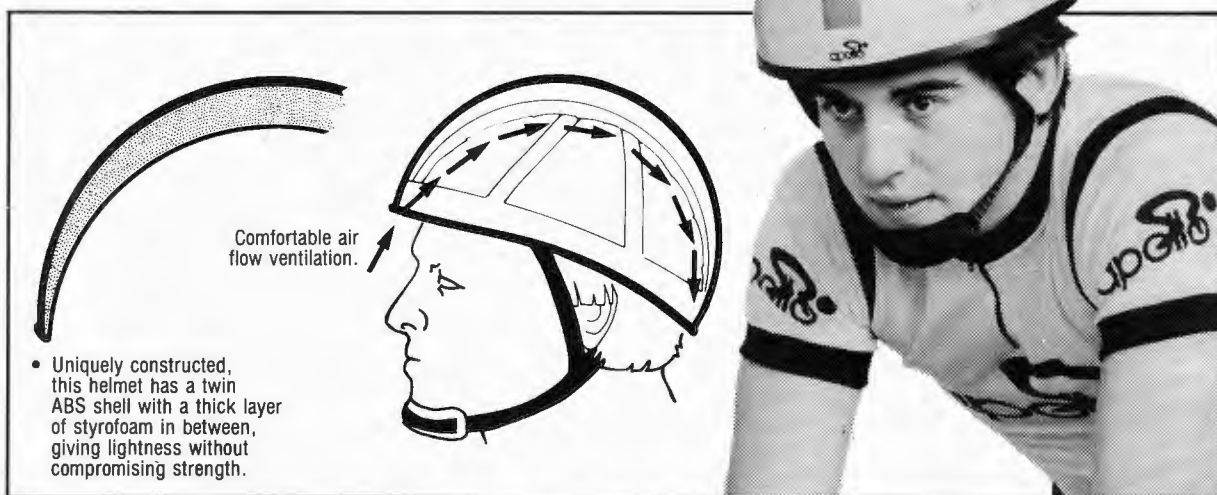
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Manufactured by Taranaki Equipment Distributors Ltd., New Zealand. Marketed in the USA under the Bailen label. Distributed in Australia by the World of Wheels group of specialist bicycle retailers. Check the Yellow Pages for your local WOW dealer or contact: Apollo Bicycle Co. Pty. Ltd., P.O. Box 167, Wairoa NSW 2076, Telephone (02) 487 1900.





# Tour of the Southern Highlands

## TOSH — A second time

Easter is once again the date for Australian Cycle Trails' annual fully supported Tour of the Southern Highlands — TOSH.

Riders will meet in the picnic grounds of the Blaxland Crossing park at Wallacia and after a catered lunch and briefing will begin the 291 km ride to Canberra.

Last year's ride was a huge success and attracted forty riders. This year's event will cater for a maximum of 80 people and demand for places is expected to be high. So enter now.

Entries close on April 1st and intending participants may reserve a place by forwarding the form printed on this page (or photocopy) along with their entry fee. Booking is compulsory.

TOSH is a fully supported tour and included in the fee are return rail fares, breakfasts and dinners plus lunch on Friday, baggage shuttle, mobile repair service, cloth patch and rider information sheets.

Riders will need to bring their own tents, sleeping bags and eating utensils (plates, knife, fork etc).

Accommodation on two nights will be in camping areas while on the final night both camping and hall accommodation are available.

The route follows the Southern Cross Cycle Trail along quiet roads and through small towns and villages.

Canberra riders are invited to join in the ride and will need to travel down by train on the Thursday evening. Rail bookings are included in the fee. Camping is available at the starting point for a small additional charge.

TOSH is a social occasion, an event, a pleasant journey through scenic countryside and an opportunity for you to support the work of ACT in developing a national network of rural cycle trails. Come along on TOSH 84 and discover the pure enjoyment of a fully supported tour.

## ACT Elects first Board

The first annual general meeting of Australian Cycle Trails since incorporation was held in Sydney over the long weekend in January this year.

The members elected their first board of directors who will guide the organisation in the first year of its most important undertaking — the staging of the Bicentennial Bicycle event rides.

The eight new directors who were elected unanimously are all prominent in the Australian bicycling scene. They are: Michael Burlace, Peter Brandis, Terry Collins, Keith Dunstan, Carolyn Farren, Martin Hanley, Bill Hickling and Warren Salomon.

The new board is expected to use its experience in preparing the organisation for the four year run up to 1988.

## Great Bike ride Survey by ACT

The committee of the Great Victorian Bike ride has engaged ACT's chief trail researcher, Michael Burlace to survey and document the route for the ride. Michael will conduct his survey along the lines of the successful model devised from development of the Pacific Coast and Southern Cross Cycle Trails.

Australian Cycle Trails fully supports the Bicycle Institute of Victoria in the conduct of this major bicycling event (see story elsewhere) and will be closely associated with the staging of the ride.

Director Warren Salomon is representing ACT on the organising committee of the GVBR.

## Freeway Access Policy

The fundamental right of access by cyclists to all types of roads was re-

## BLAZING PEDALS!

Blaze a trail across the state of Victoria in the Great Victorian Bike Ride and be part of the states 150th Anniversary celebrations.

Join in specially organized groups for the nine day ride from Albury/Wadonga to the big finale in Melbourne or join in on the last big day as six or seven thousand riders enter the big city.

Full tour starts December 1 and the event concludes on Sunday December 9.

Bookings open April, full details in the next *Freewheeling*. Organized by the Bicycle Institute of Victoria.

affirmed by members of Australian Cycle Trails meeting in Sydney at its Annual General Meeting.

The meeting supported the campaign recently launched by the Bicycle Institute of Victoria to gain access to the safest roads, the freeways.

ACT members believe that as road user-vehicles, bicyclists should have equal access to all kinds of roads. They found it ludicrous that the safest roads were off-limits especially where the alternative main roads were often more dangerous.

## Rides Programme Supported

ACT members at the AGM endorsed the present policy of organising rides such as the Tour of the Southern Highlands. It was also decided to push ahead with further rides with a view of developing a programme of rides throughout the country. Eventually the organisation hopes to have a series of tours in different parts of the country throughout the year.

**The The Tour Organizer TOSH '84  
Australian Cycle Trails (ACT) Inc.  
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Please reserve me ..... places on TOSH '84 and rush me that number of entry forms.

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Numbers on this years ride are strictly limited to 80 so 'act' today.

# Tandem Talk

## Tandem Topics

by Paul Farren

It is not hard to understand that wheels on tandems have a hard life. They seem to contribute more than their fair share of problems to the early tandemists. The following points are intended to help understand the construction of wheels, whether built oneself or at the local bike shop.

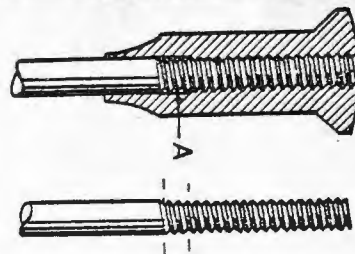
The rear wheel is the one which fails predominantly due to the torque from the cluster operating on one side and often a hub brake operating on the other. These increase the torsional forces on the wheel and minimal use of the super low gears and the hub brake on steep slopes will increase spoke longevity. It must be said though, that most spoke failure is due to fatigue ultimately rather than single incidents which only precipitate the break.

Good components in terms of rims, hubs and spokes will pay dividends. Box section alloy rims, either 40 or 48

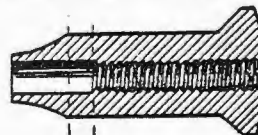
hole, solid axles and heavier than 14 gauge spokes are recommended. A discussion on basic wheel building is not given here but the reader is referred to Chas Coin's articles in *Freewheeling* No. 3. Although not mentioned in that article, but in the *English Tandem Club Journal* No 69, Chas feels very strongly that true tangential spoking is quite weak in terms of lateral strength and that a wheel where the spoke leaves the hub at slightly less than a true tangent is significantly stronger. This angle is affected by the hub flange size, spoke number and number of crosses. For a 36 holes rim this ideal is met with most hubs with a three cross arrangement.

He also emphasizes the inherent weakness caused by the dishing effect produced by free wheel clusters. The normal five speed is bad enough but the six and seven speed clusters should not be used on touring tandems.

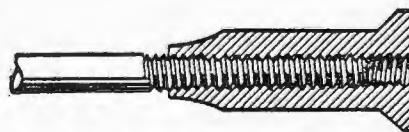
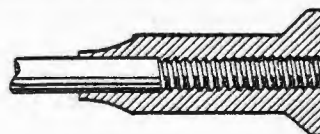
In terms of the real details of wheel building, Jobst Brandt's book, *The Bicycle Wheel* is highly recommended. Perhaps his most significant contribu-



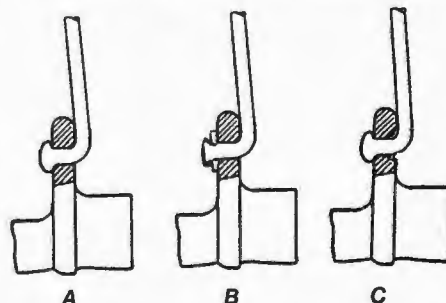
These show correct thread depth in the nipple to allow for adjustment yet still give good support.



This shows spoke tightened to its maximum.

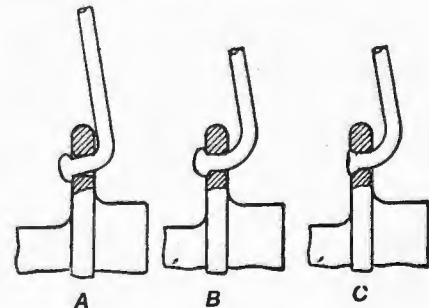


Thread still showing means possible stress concentration at the end of the nipple with ultimate fatigue fracture. Also with galvanised spokes greater water penetration and consequent rust.



Right

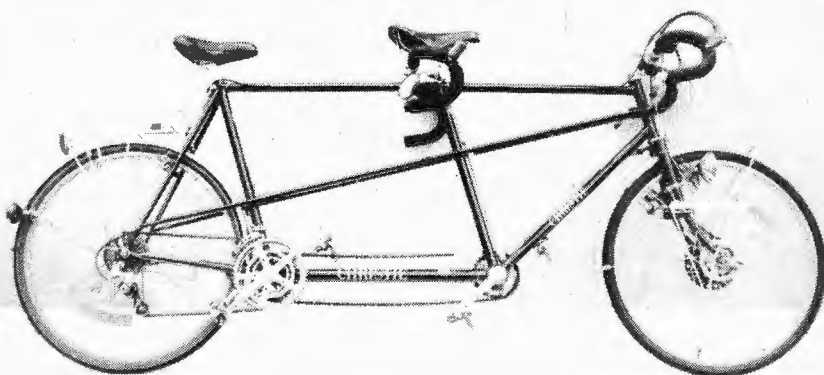
- A. Snug fitting spoke elbows following the hub contours.
- B. Packing washer used.
- C. Counter sinking on correct side.



Wrong

- Poor fitting spokes.
- A. Spoke hole too large.
- B. Elbow is a poor shape. This could be improved with a rubber hammer or packing washer.
- C. Spoke head in countersinking leaving elbow unsupported.

## The Tandem Specialists



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tions to wheel strength are his comments on tension (see below) of individual spokes can be, and should be, extremely high and that rim strength is the limiting factor. Basically very evenly tight spokes distribute the forces better throughout the wheel. Stress relieving is a process of taking the spring out of the spoke and thus lowering fatigue. It is performed grasping pairs of parallel spokes and squeezing once the wheel has been built. The wheel will need retreating after this pro-

cedure.

Improving the spoke line at the hub and the rim also reduce the spring and movement in the spoke. With steel hubs, inserting brass washers under the heads may help if it has thin flanges. Building the wheel with the pulling spokes leaving the outside of the hub is recommended by John Wright in his book *Building Bicycle Wheels*. He points out the obvious fact that most breakages occur at the right angle bend close to the spoke head. The bet-

ter the spoke fits the hub at this site the less the stress concentration. The success of good alloy hubs is based on a good margin contour and depth to the spoke hole which allows the spoke to sink into the flange at the spoke's weakest point. There is nothing more disheartening than continued breakage of spokes but successful tandem wheels can be built from "single" bike wheel components so the best of luck. All problems do have a solution.

## More on Brakes

Paul Farren's article on tandem brakes (*Freewheeling 23*) was of great interest but I felt he did skip over some of the problems of having three brakes on such a bike. I would like to outline these and also what I think could be a more satisfactory solution to the matter.

Paul is quite right to suggest that three independent brakes are vital on tandem, particularly if ridden with loaded panniers in hilly country. The heat build-up in the rims must be experienced to be believed and that extra disc or hub brake becomes essential for safety.

I believe it is quite wrong to give control of one brake to the 'stoker'. Only the 'captain' can see the road, sense conditions through the front wheel and steer, so that person must have absolute control of the brakes. One only has to contemplate a brake being applied by a nervous stoker as a bike leans into a corner to see the potential disaster inherent in taking control from the captain.

One solution to the problem of operating three brakes while having only two hands is to use a double cable lever, that is to say operate two brakes from one lever. Paul noted this action is very tiring because of the effort required although he does not say how unsatisfactory this arrangement is.

Firstly, which two brakes do you choose to operate from one lever? If you have one hub brake then that must be independent of the rest or you lose its prime advantage — that it can be kept on hand downhill without danger. This means the front and rear rim brakes must be tied together.

This is a very poor arrangement however, as you can never really adjust them to obtain a good balance. You cannot alter the balance while on the move. Until you have used linked brakes you do not appreciate the delicate way you balance the effort

between front and rear, feeling the road conditions and choosing which brake in the circumstances can be used most.

A far better answer is to keep front and rear rim brakes on separate levers and to link a hub brake with a handlebar control lever. This means you can use the rim brakes as normal while setting the drum brake to do as little or as much work as you wish. I find I can easily hold my speed downhill to a reasonable level on the drum brake and 'fine tune' my speed

for corners with rim brakes. It works beautifully. A secondary advantage is that you have an excellent parking brake.

All three brakes are under the captain's control and no one lever requires excessive effort.

I would never go back to a double lever and I would not like to ride a tandem with divided control albeit with a trusted stoker. Perhaps Paul would like to comment on these thoughts.

**Michael Doube.**

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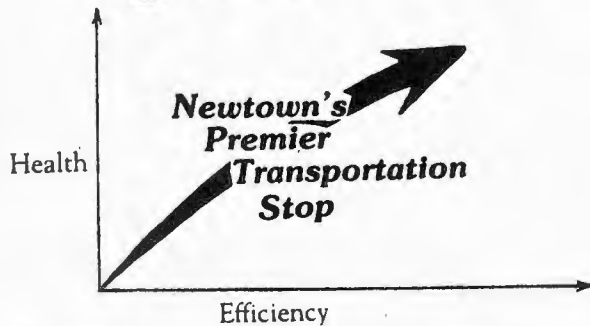
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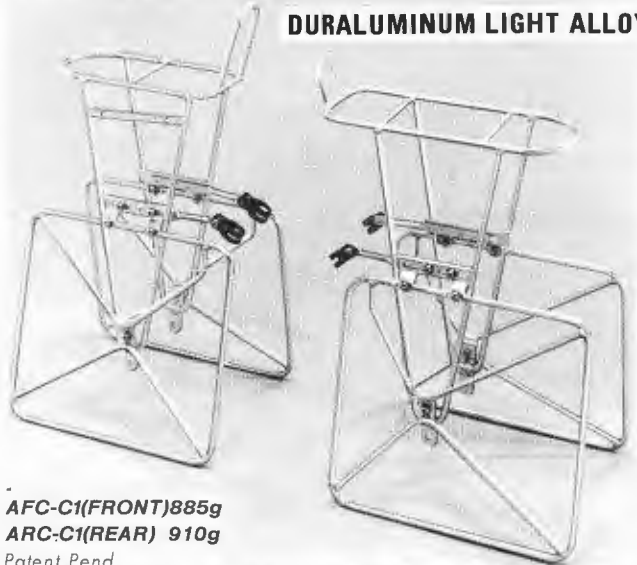


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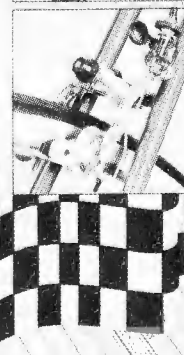
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# The safest roads are out of bounds!

In most Australian states bicycles are banned from using freeway break-down lanes. In some cases the alternative roads are badly congested and badly surfaced, yet road authorities persist with their arbitrary prohibition of cyclists on these freeway 'safety' lanes. The results of a new study completed recently in the freeway capital of the world, California, show that in most cases freeway type roads are actually safer for cyclists than normal main roads. In this look at the cyclist-on-freeway issue Alan Parker\* suggests that the reasons for the ban may not be based on logical reasons at all.

Cyclists are banned from using 167 kilometres of N.S.W. freeways and 324 kilometres of Victorian freeways which the road and construction authorities (CRB, 1981) claims are five times safer per mile travelled than other main roads.

Freeway bans are a major infringement of the basic cyclist's rights of equal access to all roads established in Australian common law and traffic law as a colonial spin off from the 1888 highway act in the U.K.

There are many examples of how freeways force cyclists to use longer routes that are more dangerous, which is why we must re-establish the cyclists rights to all roads taken away from us in the fifties by road construction authorities who were given the power to create bylaws that banned cyclists.

For example, on the route from St. Kilda to Newport the Westgate Bridge cannot be used and the old route on main roads through the City and Footscray is about five times less safe per mile travelled. On this route the cyclist has to ride twice as far so that this trip is about ten times less safe.

The present policy of banning cyclists from the safest roads is actively discouraging bicycle use and contradicts the policy of encouraging bicycle use of both the N.S.W. and Victorian governments. Both governments have proven equally ineffective in making the Road Constructon

Authority of Victoria and the N.S.W. Department of Main Roads do what responsible road building authorities in places like California have been doing for years.

The only argument put forward to justify banning cyclists from freeways in Victoria is that high speed roads are dangerous for cyclists. This is absurd as cyclists are not banned from high speed roads which *are* dangerous but those high speed roads that have a 2.5 or 3 metre wide safety lane separated from the other vehicular traffic lanes. The real reason for banning cyclists has nothing to do with safety, but is historical in origin going back to the time when Californian Freeway designs were copied willy nilly by immature Australian road engineers who had never built any before.

The modern freeway, called an Autobahn in Germany was one of Hitler's creations taken over by the Americans who built more of them in California than anywhere else in the world. The Californians know more about freeways than anyone else as a consequence. Now that the Californian government has developed a fair and safe policy for bicycles on Freeways, the Australian road authorities don't want to know about it.

It is vital for cyclists to remember that the right of road construction authorities to ban cyclists was never discussed debated or arrived at from any serious consideration of cyclist

needs in the fifties anywhere and the legal powers were hidden away in acts of Parliament drafted and written by bureaucrats who just wanted to get cyclists out of the way, as if they did not exist. This happened in California and Australia during the 1950's but in California, John Forester and organised cycling groups took political action to change the situation in the seventies, and this is what Australian cycling organisations have to do now.

In the middle seventies the Californian transport and highway engineering bureau started to take cyclists right to equal access seriously. They also wanted to make their contribution to encouraging cycling as the Government of California had declared cycling to be beneficial to the individual and society.

The Highways Divisions of the Californian Department of Transport conducted a three year trial in which 400 kilometres of freeway was opened to cyclists. There were no accidents. The decision to allow the trial to take places was based on the principle that bicycles are vehicles and therefore cannot be banned from public roads unless that road is actually dangerous.

The three year trial showed conclusively that freeway safety lanes are safe for cycling and of benefit for the same reasons freeways are of benefit to motorists.

1. The freeway is safer than the alternative route.
2. The freeway is a more direct and convenient route.
3. The freeway safety lane is separated from the motor vehicle lanes and a more pleasant riding experience than the alternative route.
4. Freeway on and off lanes can generally be crossed by experienced cyclists with less risk than most main roads they are permitted to use.

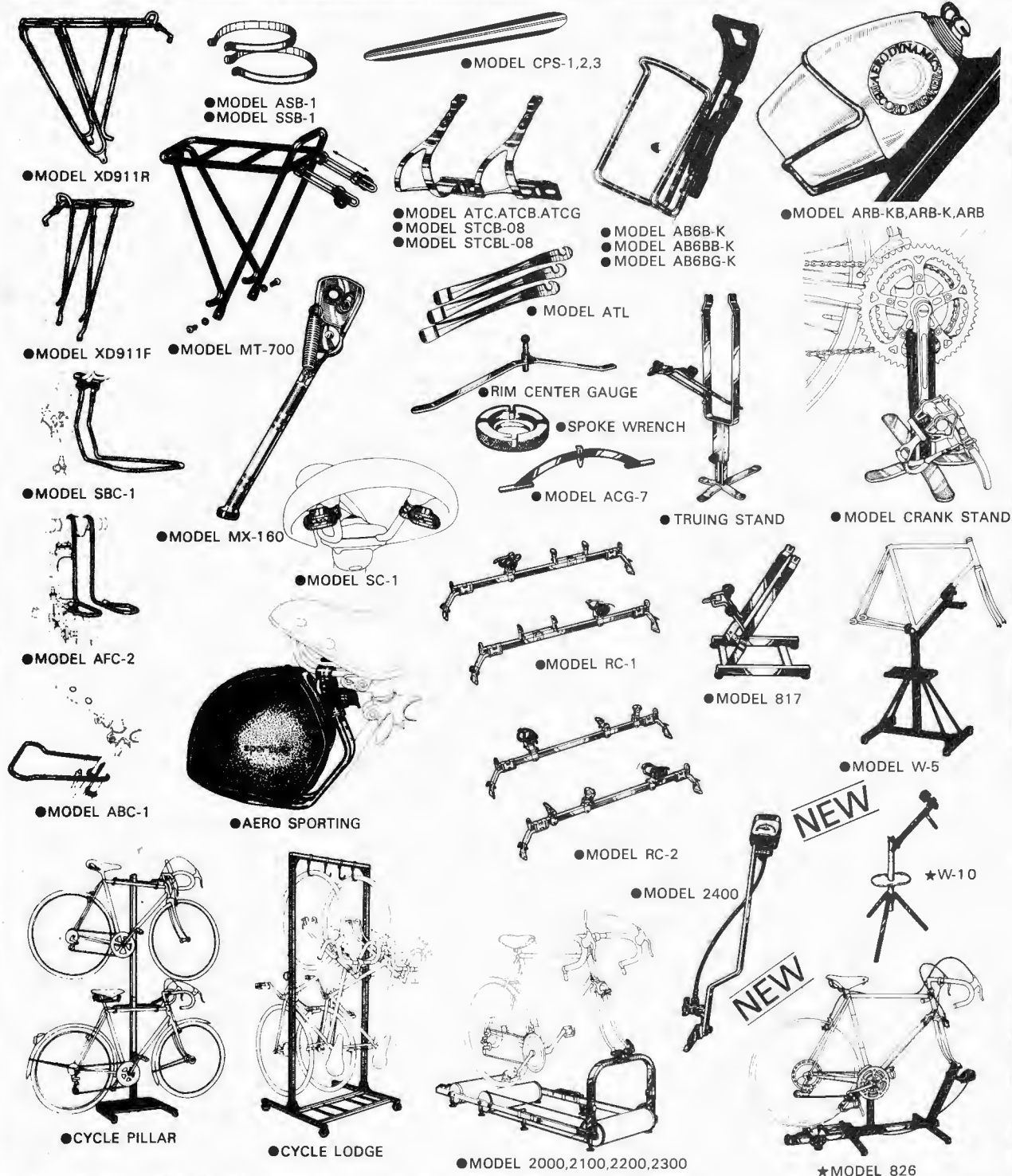
Cyclists are still not allowed on many pre-1971 Urban Freeways with very frequent ramps for safety reasons, however the Californian Department of Transport is slowly and surely providing alternative means of access and cyclists are provided for on all new bridges. (Caltrans, 1978). In addition to the freeway safety lanes 1.2 to 1.5 metre wide, sealed edges forming a narrow bike lane are provided on 3,500 kilometres of rural highways, which has greatly encouraged bicycle touring.

By the year 2,000 cyclists will be banned from about 400 km of freeways in N.S.W. and 500 km of freeways in Victoria. This will prevent cyclists from using the safest and



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most direct routes to capital and major provincial cities. A similar situation will apply in all other states.

Cyclists are banned from British Freeways (Motorways) but in the U.K. cyclists were much better off, with separate bike paths alongside major bridges and tunnels being provided and when a British Freeway replaced an old road it was left intact for cyclists to use.

In rural Victoria the freeways absorbed sections of the old road during their construction so that the old road route was not available to use. The roads near Ballan and Werribee have been turned into freeways thus blocking main road routes to major provincial cities.

In Melbourne the Eastern Freeway safety lanes are the safest cycling routes East from the City Centre of Melbourne and the alternative roads for cyclists are both inconvenient and dangerous in comparison. The Tullamarine and Mulgrave Freeways are also good direct routes that are NO-WAYS for cyclists.

In Melbourne the bicycle paths built in the South East of Melbourne do not connect with the Yarra River bikepath, because the CRB has built the South East Freeway with no alternative means of access for bicycles.

Until such time as the Road Construction Authority provides the link between the Yarra River bike path and on the new arterial road planned for the Gardners Creek valley cyclists will be further disadvantaged compared to Melbourne's motorists.

The State Bicycle Committee of Victoria has a policy (Scott M., 1978) of allowing cyclist access to the Westgate Bridge, subject to certain restrictions, but as yet there is no policy on cyclist use of freeway safety lanes.

The Bicycle Institute of Victoria's campaign to gain access to the Westgate Bridge will be renewed again in 1984.

What the State Government must realise is that the Westgate Bridge is the biggest and best shortcut ever built in Melbourne and we demand our right to use it.

The Bicycle Institute has suggested that the Victorian Minister of Transport change the appropriate Act to remove the power to ban cyclists from freeways. The act of Parliament establishing the Country Roads Board in 1958 is now under review following the reorganisation of the ministry of Transport and the creation of the Road Construction Authority (RCA) and the new RCA Act 1984 has to be

drafted so as to recognise the cyclist's right to use all roads long established in Australian common law and traffic law. The legal contradiction between the CRB and common law must be removed.

The Bicycle Institute will be asking the Minister for Transport to issue two ministerial directives as follows.

(i) to provide for the bicycle as a vehicle and recognise the cyclist's legal right to use all roads as embodied in Common law and traffic law.

(ii) to prepare a plan for bicycle access to the Westgate Bridge based on the Bicycle Institute's and State Bicycle Committee proposals.

#### REFERENCES

Caltrans, 1978 — *Planning and Design Criteria for Bikeways in California*, now officially incorporated as Chapter 7 in *The Highway Design Manual* of the Californian Department of Transportation, Office of Planning and Design.

Caltrans, 1982 — *Californian Department of Transportation. Division of Highways. Office of Bicycle Facilities. Policy and Procedure. Shoulder requirements for bicycle travel.* Document No.P 78-14 as revised 2-24-82.

CRB 1981 — *Country Roads Board — Submission to the Parliamentary Road Safety Committee Inquiry in the Victorian Road Accident toll during 1981.*

SCOTT, M., 1978 — *Cyclist access to the Westgate Bridge. The issue of the alternatives.*

\*Alan Parker is Vice President of the Bicycle Federation of Australia, and Research Director of the Bicycle Institute of Victoria.

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# The Real Wheel

## The Bicycle Wheel

by Jobst Brandt

Reviewed by Halgar Shorter

This is an extremely well researched book covering every important aspect of wheel building. It is written with clarity and particularly concentrates on giving the reader a profound understanding and respect for that part of the bicycle so often ignored or shrouded in mystique: the Bicycle Wheel.

The book is well presented with large and effective drawings — ideal for anyone, from the novice wanting to build and maintain their own wheels, to the experienced builder wanting a more complete concept.

As well as engineers, computer operators, wheel builders etc., etc., contributing to the wealth of knowledge assembled in this one publication, it is interesting to note Avocet Incorporated's involvement.

The book is divided into two extensive sections covering Theory and Practice, with a third section providing useful equations and tests, such as the formulae for determining spoke lengths. But primarily it gives insight into the fundamental stresses affecting and occurring in a wheel, and theoretically describes how to build strength and durability into it.

Brandt points out that at first glance, the bicycle wheel appears to be a simple structure, but when considered is revealed to be a complex network of elastic elements. In the first chapter, entitled "Theory of the spoked wheel", the forces acting on this structure are discussed in detail, giving answers to such questions as: High or low flanged hubs? Which spoke pattern? Butted or unbutted spokes? And other areas of debate, supported by expansive sound logic, and proved by research. It also describes which elements give which components their particular physical


characteristics and to which purposes these are suited.

The next chapter on building and repairing, is based on the concepts already previously explained in detail. The wheel assembly process described is a universal method. It can be applied to any spoke pattern, on any number of spokes, on any sized wheel. Of all the various systems currently available, it is also the one I have found to be the most practical.

The book does not, however, promise instant wheel building expertise. It is the intuitive aspect that is the essence of the art, and that can only be learned through hours of practice. But with a sound theoretical basis, such as this book offers, one can come to a logical understanding of what is occurring as you build, true and ride your wheels.

Halgar Shorter\* an experienced wheel builder and currently working as a bicycle mechanic for a major Sydney bike shop.

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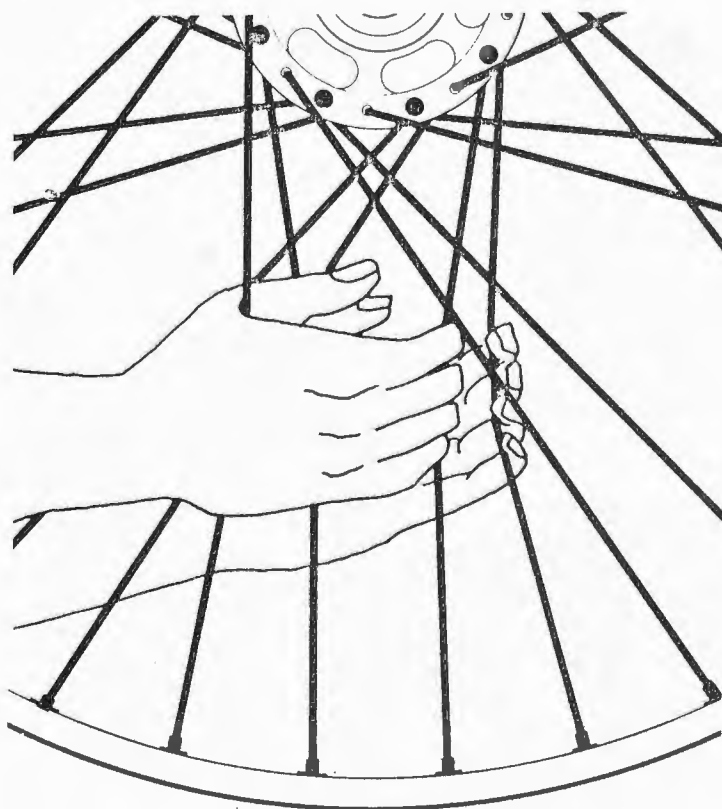


Fig. 55 Stress relieving

Typical of the clarity and precision of the book's many line illustrations, this drawing contributes to a chapter on wheel truing.



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Please note that where a tour package contains Government tourist information obtained free, these publications are included free also. When ordering, check the list of package contents carefully as some contain books and magazines listed elsewhere in the catalogue.

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- 1 copy of *Freewheeling* issue 5 containing a short tour through the area.
- 1 copy of the Warragul 1:250 000 topographic map of the area. This map is easy to read, has contour markings and is of an ideal scale for touring.
- Government touring information on the area including accommodation and points of interest.

#### **FBT2004 Snowy Mountains NSW**

A completely revised and upgraded package of this popular summer touring area with a special guide on the great "Loop Route" by Warren Salomon which includes elevation charts of the journey. The package also includes a report of a journey from Bega on the coast to Albury via the Snowys. Package contents:

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- NSW Government tourist information on the area describing accommodations and points of interest.

### **Existing packages updated for 1984**

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A guide to this popular bicycling route along the populated coastal plain between the large cities of Brisbane and Sydney.

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Package contents:

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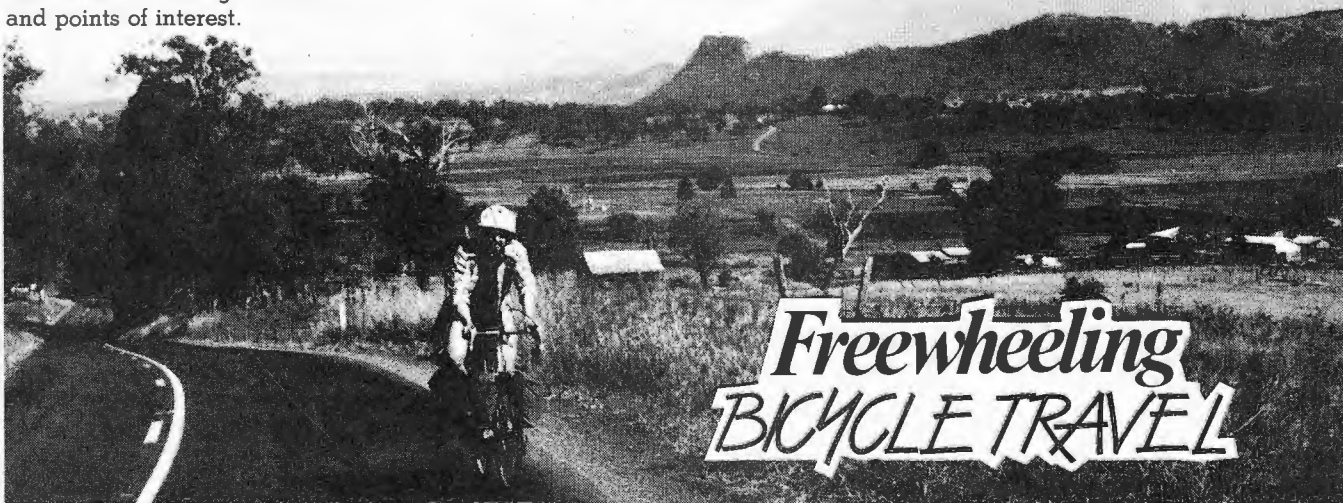
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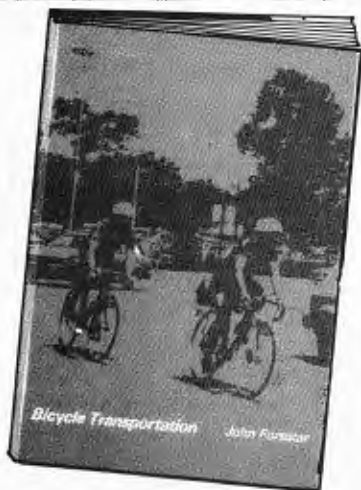
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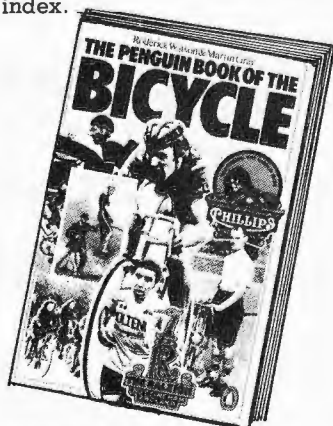


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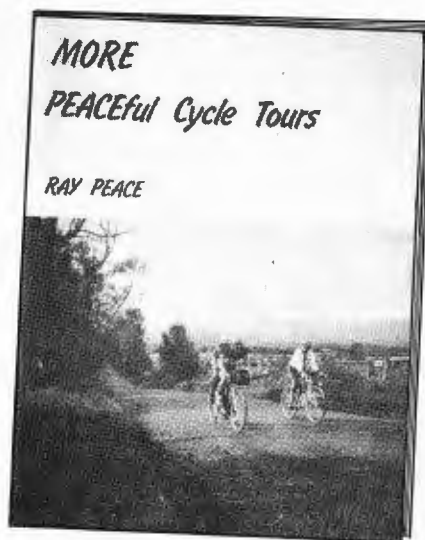
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56 Freewheeling

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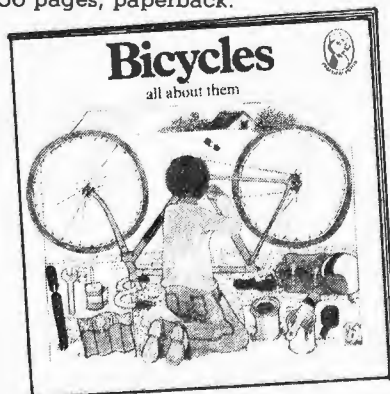


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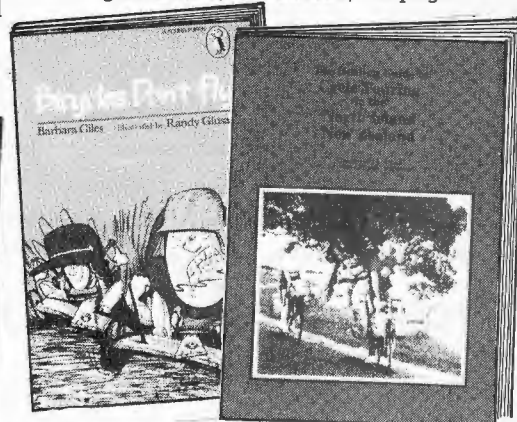
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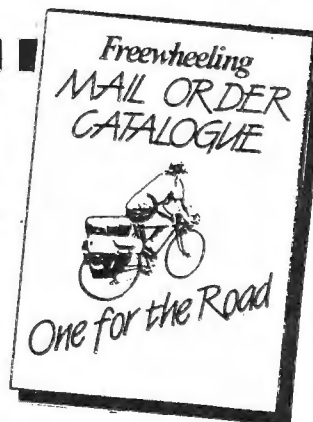
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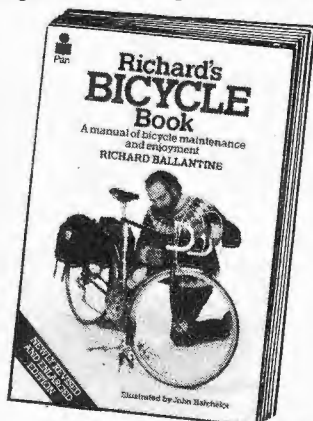


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## Glenn's Complete Bicycle Manual by Clarence W Coles and Harold T Glenn. Crown Publishers.

This big book is a step by step guide for disassembly, assembly adjustment and maintenance of American, European and Japanese built bicycles — hubs, bottom brackets and all. Each task is supported with keyed photographs and detailed drawings depicting what is to be done and how. The book also explains how to accurately fit a bike to your body and how to maintain it to maximum efficiency. The clear and detailed photographs and the wide coverage make this book an excellent manual for the beginner wishing to maintain his or her bike.

348 pp Paperback. Profusely illustrated with B+W photographs and line drawings.

## Back Issues



## Rare Freewheeling Back Issues Unearthed

During a recent clean-up of Freewheeling back issue stock, a small number of previously unavailable back issues were uncovered. The big news is that thirty copies of our premier issue (Number 1 Summer 1977/78) were found along with 100 copies of Issue 3. We have decided to make these copies available for sale on a first come first served basis. Copies of Number One will cost \$5.00 and Issue 3 will cost the normal single back issue single price of \$2.00. Both of these back issues will remain unavailable as part of back issue sets.

## Back Issue Sets

### FWBACK1 Back Issue Set No.1

This set contains issues 4 to 9 and 11 to 15 inclusive. Contained in the magazines are over thirty tours in all states. \$12.95 incl. postage.

### FWBACK2 Back Issue Set No.2

This set contains issues 16 to 19 and 21 to 23 inclusive. \$8.95 incl. postage.

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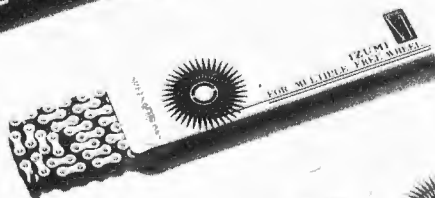


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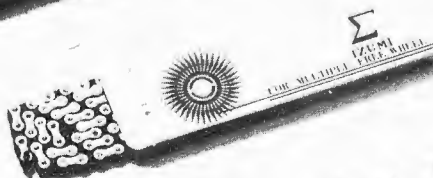


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# One for the Road

## Inner Sydney Cyclerooute Under Threat

The Council of the City of Sydney was one of the first local governments in the state of New South Wales to provide facilities for bicycle transportation. One of its first major initiatives, the Glebe-Utlimo-Haymarket cycle-route even pre-dates the information of the State Bicycle Advisory Committee.

The cyclerooute prior to its signposting by the council was a popular de-facto route providing quiet safe access to the city from the densely populated inner western suburbs of the nearby Leichhardt municipality. The signposting has always been considered by riders to be a rather half hearted council initiative as the routes existence was never publicised in the wider community. Nevertheless the route has become widely recognised as the most popular access to the city from the west.

The major difference between this cyclerooute and the Council's other major cycle facility — the Moore Park Cycleway — is that the former is on-road and is more heavily used by vehicular cyclists. (Vehicular cyclists are those who use their machines for transport.

The fact that the route forms part of the Inner City Bikeplan (which Sydney City Council participated in and supports, is even more reason why the council's sign posted route should continue to play a part in the overall transportation plan for the inner city.

Lord Mayor Alderman Doug Sutherland's stated commitment to bicycle transportation has been thrown into doubt as a result of his council department's actions. A section of the route in Kelly Street, Ultimo has been turned into a one way street by the council thus wrecking access to the city for inbound cyclists.

Discussions between cyclists representatives of the Bicycle Institute and council officers have revealed some startling facts. The most interesting revelation is that the Council actually advertised the one way closure proposal with out realizing that their own cyclerooute existed. So confident are the Councils officers that cyclerooute planning has a low priority with the Aldermen that they publicly admitted their error but refused to adequately compensate for it.

Council staff have proposed re-routing the cyclerooute one block closer towards Broadway for inbound riders but refuse to implement the bike riders suggestion of a contra-flow lane allowing cycle access to the short one way section.

The one way street closure came about originally because of a new Council housing development on the corner of Kelly and Bay Streets. As part of the development scheme the footpath adjacent to the units was

widened reducing the overall width of the street.

Council officers have refused the contra-flow lane proposal on the grounds that the demand for car parking spaces in the area is high and the lane would place further restrictions on parking space. It should be noted that the housing development has adequate car parking spaces built in to it and the surrounding area is a non residential area filled with old

## Why does the MSR helmet have such a good track record, (or road, or touring record)?

### First and Foremost — Protection

MSR believe in using the best design with the best materials and processes to provide you with a helmet that will do its job properly. In tests reported by *Bicycling* (March 1983) the MSR comfortably passed impact requirements in excess of those required by the Australian Standard.

MSR learn from experience. For example, over 10 years ago MSR used ABS plastic for their shells. The ABS was found to be unsatisfactory due to significant degeneration with time. When designing bicycling helmets you haven't got much to play with and so with weight a major consideration the only choice was moulded Lexan polycarbonate (although much more expensive).

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A helmet that is uncomfortable, fits poorly and is hot is pretty useless for a cyclist. Ten years of experimentation has given MSR the best comfort, fit and coolness of any of the hard shell helmets (*Bicycling*, Wearability test, March 1983.)

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### MSR Bicycle Helmet — Specifications

**Shell:** Moulded Lexan Polycarbonate

**Impact Liner:** Expanded Polystyrene

**Ventilation:** Channelised internally with 2270 mm<sup>2</sup> of external openings. Channelised underbrim capture.

**Size Range:** 49cm to 63cm. Adaptable to minor incremental sizing and accommodation of various head shapes.

**Sizing Method:** 1.5mm, 3mm, 4.5mm and 7.5mm velcro backed, tricot covered sweatband liners.

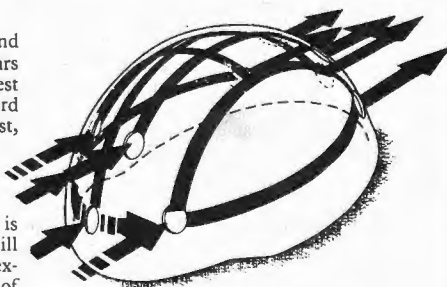
**Weight:** Small and medium (49 to 58cm) 440g, Large (58 to 63cm) 520g.

**Attachment:** D-ring with Velcro take-up of excess strap. Rear nape straps adjustable.

**Colour:** International yellow with centre stripe of black 3M reflective tape.

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## One for the Road

warehouses in a run down condition and deserted at weekends.

The local bike riders and BINSW say that it is outrageous that the council officers should interpret Council policy on cycle transportation as being less important than car parking. They also say that the issue at stake is the policy on cyclist routes itself. If council can do away with a workable and valuable contribution to the effectiveness of cycle transportation in favour of car parking space then State Governments may as well revoke National Parks to build high rise parking stations. The cyclists of Sydney await the Lord Mayor to correct this anomaly.

### Dursley-Peddersen rides again

Sydney specialist bicycle dealers, Inner City Cycles have been receiving unusual requests for custom bicycles lately.

It seems that a Canberra museum is building up its collection of bicycle types but due to the shortage in this country of good condition originals has come to Inner City Cycles to get them to build replicas instead.



Bicycles built so far are the Dursley Peddersen and a two seater side-by-side bicycle called 'the sociable'.

Wayne Kotzur, the builder says that the original designs were followed where possible but some modern components (wheels, handlebars, etc) were used to keep the construction costs to a reasonable level.

Some things however could not be found in contemporary manufacture

and had to be specially made. One of these components was the unique plaited seat which is central to the Dursley Peddersen design.

This bicycle is unique in that its saddle was invented first and the bicycle designed around it.

The sociable is a two wheeled tandem where both riders sit side by side. Both bicycles are now part of the



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collection at the Canberra Tramways museum.

### Combined clubs get together

The Australia Day long weekend this year was the first in what is hoped will become a regular get together for all the touring clubs in and around Melbourne. The venue was Daylesford in the Central Highlands region of Victoria and more than 65 cyclists from eight different clubs participated. The idea had been suggested late last year by John Richards (Knox Touring Club) during the annual RVIB/TCA ride and was based on the English meetings which started at the turn of the century where a long weekend provided an opportunity for cyclists from all over the country to come together and in some cases engage in various cycling and noncycling activities, on the 'spare' day.

The planning for this weekend was somewhat haphazard and unfortunately this led to some confusion about which campsite was the 'official' one. Nevertheless in spite of the shaky start the weekend was a

pronounced success — the different clubs converged on Daylesford from all directions (just as well since that way we did not overtax the beleaguered VicRail system) on the Saturday, spent Sunday variously visiting the local market, swimming, trying to fly kites in the absence of any wind, walking etc. etc. returning home by a variety of routes on Monday. Many thanks to all those who participated — see you again same time, same place, next year.

**Carolyn Farren**

### Human Power

With the prospect of the world human powered speed record being taken by an Australian team centered on champion racer Steele Bishop, interest in all forms of human powered vehicles is growing in this country.

As a result, a new group devoted to producing practical and roadworthy recumbent type vehicles has been formed in New South Wales. The Human Powered Vehicle Association of NSW meets every month to share techniques and develop designs.

At present the group is building a recumbent vehicle and is developing other designs from that experience. They hope to eventually produce a number of such vehicles including fully faired speed-record machines.

The NSW group is affiliated with the national HPV organization and meets at the workshop of Inner City Cycles (26 Grose Street Glebe ph. 660 6605) on the third Monday evening of each month.

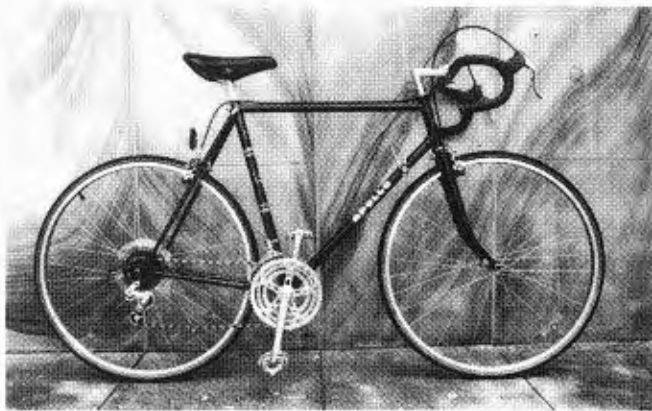
The group produces a regular newsletter as a means to furthering technical innovation and design. A specialized data base is also planned to enable members to reference difficult to obtain material.

### Brisbane's First Bikeplan

The Brisbane Bikeways Plan proposes 23 separate local bikeway systems scattered across the city from Sandgate to Acacia Ridge and from Indooroopilly to Wynnum. Few of the systems are to be linked to each other and their total length is less than 100 kilometres. Planners have done an honest and able job, now it is up to the politicians and the managers to

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# One for the Road

make available a more realistic amount of money than the clearly inadequate \$100,000 a year. Several ways forward should be followed without further delay if Brisbane is to catch up with the other Australian mainland capitals in its bikeplanning.

Firstly there is the preparation and free distribution of bike maps (as has been done in Melbourne, Sydney, Adelaide, Perth, Geelong and Canberra) showing safe and sign-posted routes through quiet suburban streets taking bike traffic out of the

dangerous hurly burly of the main radials.

Secondly, Brisbane should give immediate consideration to the designation of existing road space for the use of cyclists in the form of bikelanes alongside the motor carriageways of many of the city's extravagantly wide radial roads (as is done in Melbourne) and on the verges beside freeways, as in done in Perth.

Thirdly, we should be developing dual-use hiking and cycling paths along the many creek corridors which

link attractive fringe open space to the city's central area.

Finally, it is high time Brisbane gave some attention to cyclist safety and convenience in the provisions of road surfaces, grids, signs and bike racks. The traffic engineers who continue to specify kerbside drainage grids running parallel with the direction of traffic flow so that cyclists have the choice of swerving out into the path of overtaking traffic to avoid them, or coming to a sudden juddering and bone jarring halt in one of the apertures of the grids, can have no interest in the well being or safety of cyclists, though it is a statistical likelihood that their children are themselves cyclists.

**Phil Heywood, Brisbane Bicycle Touring Association Newsletter**

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## East-West Crossing

The first major overland cycling journey was made in Australia in 1893 when Percy Armstrong and R. Craig travelled the 3200km between Croydon in north Queensland to Sydney. In the years following that epic ride, new records were set and broken for every sizable journey around the country.

By the turn of the century cyclists were running out of new routes to travel and records to break.

Only one great journey remained unriden. The east-west direct crossing.

Now Brisbane cyclist Zev Ben-avi wants to be the first to make the crossing and is currently preparing for the journey. Zev, an ex Army instructor in desert survival, has travelled much of his proposed route in sections during his work in Central Australia with the military.

He plans to take the most practical direct route between Cape Byron on the Pacific coast to Steep Point on the Indian Ocean. The only known crossing was done in four wheeled drive vehicles by the Leyland brothers some years ago. Zev is planning to do his trip on modified all terrain type bicycles carrying all his own equipment.

Apart from his experience in the desert he has had considerable experience as a cyclist with several long distance race records to his credit. Sponsorship arrangements are currently underway and Zev hopes to also shoot a film to enable others to know something of the arduous conditions he will encounter on the journey. In the photograph on this



page Zev is shown on a recent journey along the coast line to check out equipment and bike performance.

When asked why he wanted to do the journey Zev replied simply; 'Somebody has to be first'. *Freewheeling* will bring its readers more news on this epic journey in the forthcoming issues.

### One World Cycle Against Want

For nineteen years Community Aid Abroad has conducted a Walk Against Want. In 1983 the Walk took to wheels offering a new challenge to the thousands of Australians who give a day a year to work for a better world. Participants in the cycle in Melbourne are sponsored by their friends and families to complete either a 22, 40 or 60 kilometre cycle on a route which passes through the southern-eastern suburbs of Melbourne.

The money these people raise in 1984 will be put to helping tribal people in India and the Philippines and Aboriginal people in Queensland to restore their independence, confidence and dignity through self-help schemes.

In designing the course of the cycle, particular attention has been paid to ensuring that cyclists have a safe and enjoyable cycle. A number of Melbourne's cycle touring clubs, the Motorcycle Riders' Association and the Victoria Police will be marshalling along the way. Much of the cycle is over established bike paths beside the Yarra and along Oakleigh's new cycle track.

People who undertake the challenge of the 60-kilometre cycle turn around at Jells Park in Glen Waverley, where they will be able to indulge in a barbequed lunch. As added incentive Rosebank Stackhats will be given as prizes to schoolkids and their schools.

It should be a great day for all and well worth being a part of. Cycle tours will also be held outside the Melbourne metropolitan area and interstate. Please contact one of the following numbers to obtain your sponsor forms and other material.

Victoria (03) 419 7055 Helen Ford/  
Bronwyn Olaver, N.S.W. (02)  
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# Repco wins Bicycle of the Year Award

The Repco multi-purpose Mountain Bike won the 1983 Bicycle of the Year Award as judged by independent Cycle Dealers and awarded by the Retail Cycle Traders Association of Australia.



Repco quality and reliability was further evident with the now famous Repco Hotfoot Bicycles scooping the pool by winning the 16" and 20" BMX categories.

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# APRIL'84

## ADVENTURE

## TRAVEL

## UPDATE

In our last issue feature we listed all of the bicycle travel packages offered both locally and interstate. Since that survey was compiled a number of newer tours have come to our attention. Here are the details:

### Mongolia — The new frontier

Tailwinds Bicycle Touring have added an exotic 'mountain bike' tour to its programme of overseas events. The group will visit inner Mongolia and will stay in traditional yurts (igloo shaped tents made of felt) offering an excellent opportunity for participants to learn a great deal about the Mongolian way of life.

Food, water and luggage will be carried in a support vehicle and interpreters and guides will also accompany the tour.

Tour members will be supplied with *Specialized* brand 'off road' bikes suitable for Mongolian roads. The cost for this 26 day trip is \$3,420 ex Sydney and includes all meals, accommodation, bike hire, guide and interpreter services and transfers. Tour operator is Tailwinds Bicycle Touring telephone (062) 41 6413.

### Wheels of Fortune

Australian Himalayan Expeditions has just released its 1984—5 Australian tours programme.

Tours include the East Coast Road, Tasmania and Wineries weekends in three states.

The Tassie trip follows the popular East Coast road with side journeys to Freycinet National Park, Maria Island and Port Arthur. A support vehicle accompanies the ride to carry luggage and bicycle hire is included in the price. Trips run between November and March and cost \$465 ex Launceston.

Wineries weekends according to AHE offer bacchanalian bicycling at its best. The weekend tours visit the three prime wine growing areas of

## Write On



### No Helmets

I recently rode in, and thoroughly enjoyed, the 1983 Freewheeling Sydney to 'gong Tour. I would like to comment only on one surprising aspect — the lack of approved safety helmets.

As a regular commuter on Canberra's relatively safe, cycleway network, I have noted more than 50% of cyclists wear helmets. On the 'gong tour I estimated that less than 30% wore helmets and many of these were non-approved and fairly useless. The organisers must take some blame for this. The advice to bring 'a bicycle helmet or peaked hat or sun shade' (1983 Tour Guide, Page 1) is just not good enough. There is no substitute for a safety helmet.

Remember, broken bones mend but damaged brains don't. Thank you for the tour.

R.J. Searle,  
Weetangera, ACT.

### Final Despatches

I'd like to congratulate all those involved on the superb organisation of last Sunday's 'Sydney to the 'gong' bicycle tour.

It seemed that everyone enjoyed the ride and all those who I spoke to were impressed by the organisation of the tour. The only criticism is that there weren't enough people to register riders at Belmore Park, causing a little delay.

I'm sure it was no mean feat getting 750 riders, of varying experience, from Sydney to Wollongong safely and happily. After taking part in the second 'gong Tour I know I'd be happy to participate in the third!

Sarah Drury,  
Illawong, N. S.W.

Regarding the 'Sydney to the 'gong' cycle ride, let me say that I found the effort and organisation involved in this event to be totally commendable. A top performance.

I find city motor traffic to be very unsettling. The relative safety of well organised tours such as yours could be the answer for many concerned Sydney people who may be put off cycling and its benefits (to themselves and the community) because of the risks.

Congratulations on a first class event. hope to be there next year.

Michael Paul,  
Rylstone, N.S.W.

NSW, Victoria and South Australia: Hunter Valley; Rutherglen; and the Barossa. Accommodation is in historic country pubs and bicycles are provided as part of the cost.

These tours are run simultaneously in the three areas and cost \$115 for the weekend.

Australian Himalayan Expeditions (02) 357 3555, (03) 419 2333, (08) 212 7857.

### Tropical Tablelands

For people tired of the cold southern winters, escape is possible by means

of seven day escorted tours of the beautiful Atherton Tablelands region of North Queensland.

The tours are lead by Trevor Strickland of Tropical Bike Odysseys and accommodation is in historic country hotels. The price of \$340 ex Cairns includes use of specially equipped all-terrain bikes (mountain bikes), accommodation, a canoe trip, scenic train ride from Cairns to the tablelands and the services of a tour guide expert in mechanical repairs.

Tropical Bicycle Odysseys (070) 51 4055.



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